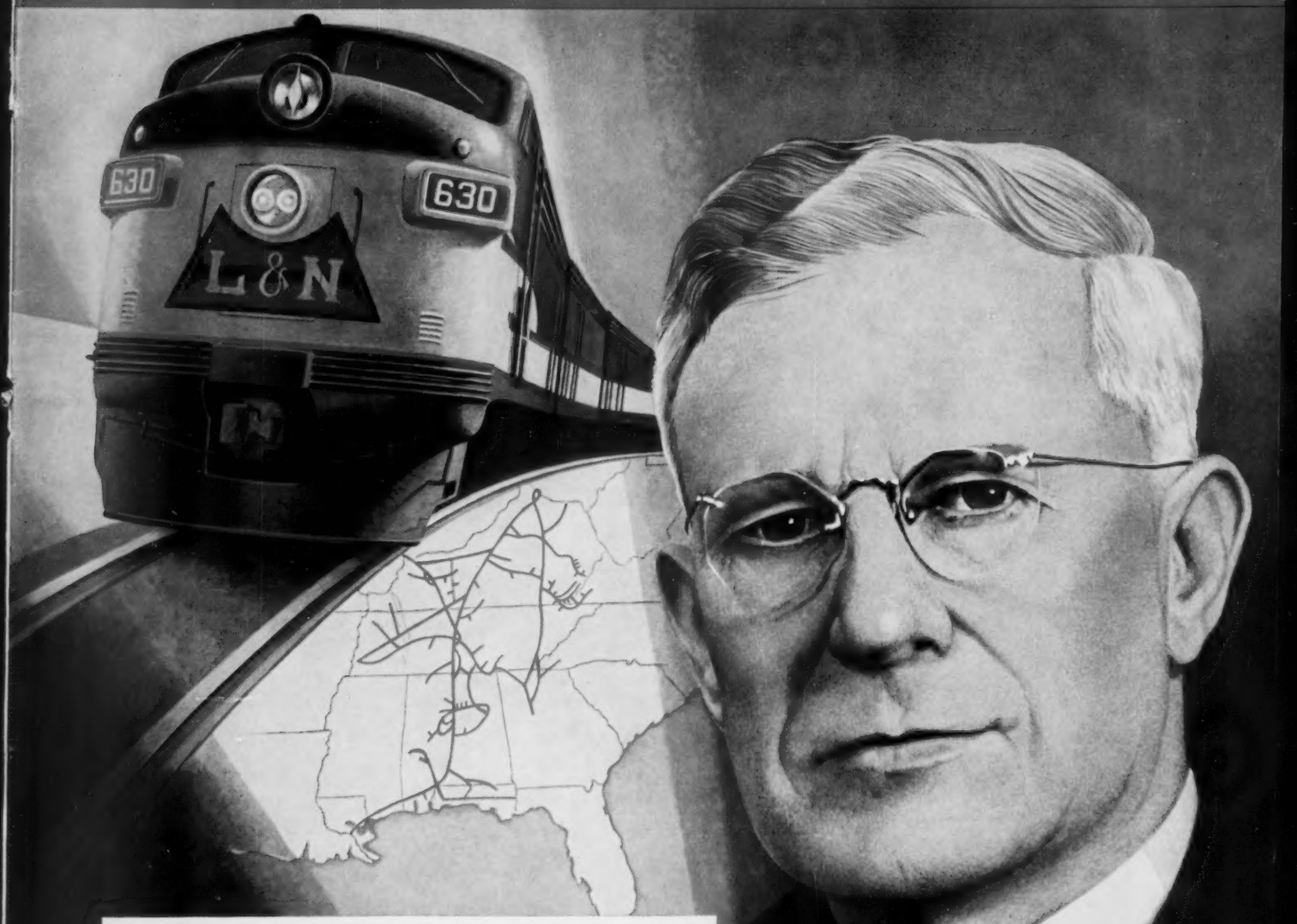
June 2, 1958

Can You Name Your Successor?

RAILWAY AGE *weekly*



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"Service is our only product. We must produce such service efficiently and economically and to the satisfaction of our customers. To achieve that result we need the best facilities and machines that science and engineering can supply, such as Diesel locomotives, central controlled traffic signaling, electronic marshalling yards, and modern cars. This company has maintained a high standard by spending over one billion dollars on its property in new improvements and maintenance during the past decade.

"We are thus serving the expanded industrial development in the South and we will continue to keep our property in step with the many other advantages offered along the L&N Railroad for the location and successful operation of industrial enterprises."

JOHN E. TILFORD, President
Louisville & Nashville Railroad Company

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"YOU" SHOULD by all means arrange to ATTEND!

Remember the Dates and the Location: June 23-24-25-26, 1958

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SUPERVISORS NIGHT — Exhibits will remain open until 9:00 P.M. Tuesday, June 24th for the convenience of those who cannot be away from their duties during the day.

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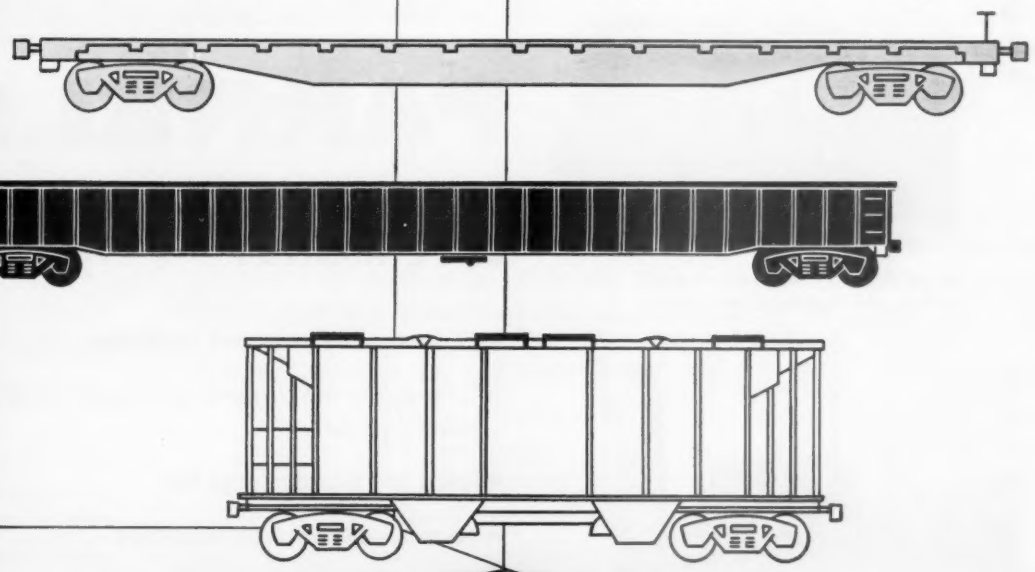
The Pacesetters are out front. Get the facts now. A note to Greenville brings a complete set of Pacesetter Bulletins describing each car and giving full specifications. Write for them today.



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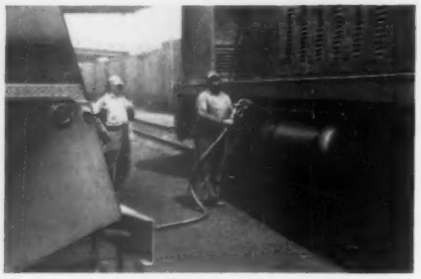
48 Years of Experience

PATENTS PENDING

Photos illustrate ease of refueling, re-sanding and rewatering with Diesel Catering Unit



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- Eliminate costly permanent installation
- Offer mobile servicing and refueling at any point on railroad property
- Refuel and resand at same time
- No terminal tie-ups while reservicing
- Capacities variable to meet railroad requirements

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RAILWAY AGE *weekly* June 2, 1958 • Vol. 144, No. 22

Week at a Glance

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Smathers bill goes to Senate ..... p. 9

Transportation Act of 1958 reported favorably from Committee on Interstate and Foreign Commerce. AAR President Loomis "pleased" with bill. Truckers won't oppose rate proposal.

Alco builds for the future p.13

Tangible evidence of the company's faith in American railroads. That's how Alco Chairman Egbert describes the new locomotive production facilities at Schenectady, N.Y. The first phase of a $4,000,000 program to streamline production has been completed.

C&EI: Ready when the upturn comes p.16

The road's president, Dave Mathews, doesn't believe in trying to make do with the old ways. If a better way can be found to do things, the C&EI aims to find it. Here's how the road provides for the future.

Can you name your successor? p.18

Competent supervisors can't simply be picked off the vine when they're needed. The main problem is how to find the proper men and get them started up the ladder. That is one of the superintendent's major responsibilities.

Timken opens new bearing plant p.25

The company's new $7,000,000 facility is another vote of confidence in American railroads. The recently opened production line has a nominal capacity of 160,000 bearings a year.

How to upgrade an old train shed p.26

The North Western did it with a tested formula. Materials used included aluminum paint, translucent plastic skylights and fluorescent lights. The job was part of the road's long-range program to refurbish its 47-year-old Chicago station.

Grain traffic: A bumper year? p.36

Western railroads have an interested eye on a grain movement boom that seems to be in the making. If it materializes, it could make the slump in other forms of traffic a lot more bearable.

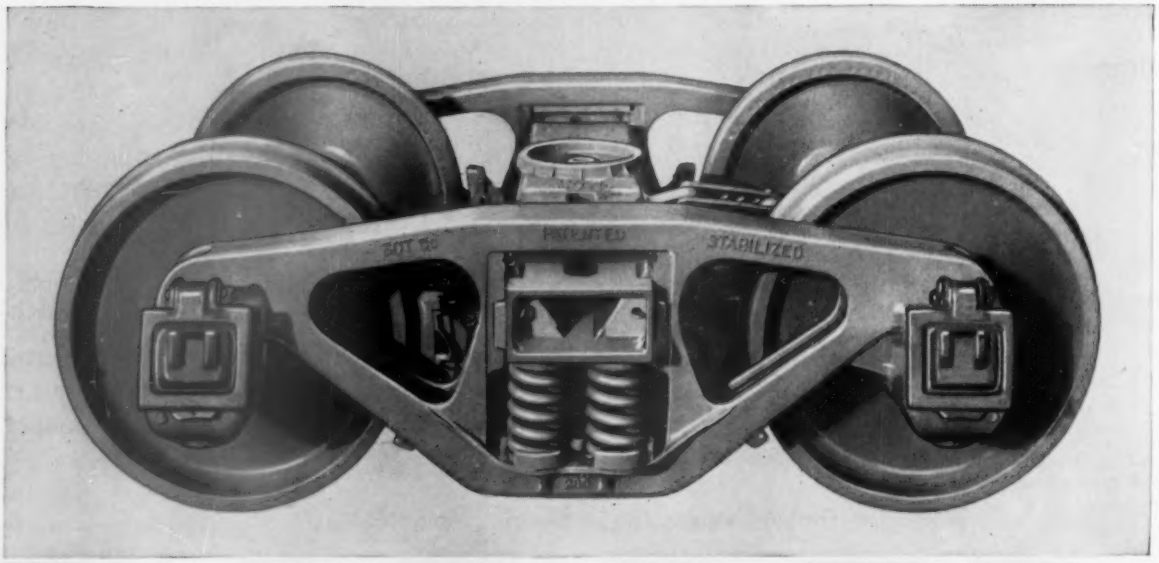
Railroader's report from Russia—1 ..... p.38

From behind the Iron Curtain, Railway Age Publisher Robert G. Lewis reports on a subway that is as artistic as it is efficient—and boards a crack Soviet train for a trip to Moscow along a rail line laid out by Tsar Nicholas I himself.

Boston faces commuter crisis p.39

Prophecies of a monumental traffic jam—should New Haven suc-

MODERN FREIGHT CARS BEGIN WITH



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MORE THAN 475,000 CAR SETS OF SM-O-O-O-O-THER RIDING BARBER STABILIZED TRUCKS SOLD

Standard Car Truck Company, 332 S. Michigan Ave., Chicago 4, Illinois.
In Canada: Consolidated Equipment Company, Ltd., Montreal 2, Quebec.

Week at a Glance CONT.

Current Statistics

Operating revenues, three months	
1958	$2,239,817,953
1957	2,576,787,000
Operating expenses, three months	
1958	$1,873,986,983
1957	2,023,252,949
Taxes, three months	
1958	$208,125,559
1957	271,655,047
Net railway operating income, three months	
1958	$84,637,898
1957	214,348,877
Net income estimated, three months	
1958	$30,000,000
1957	162,000,000
Average price 20 railroad stocks	
May 26, 1958	77.20
May 27, 1957	90.84
Carloadings revenue freight	
Twenty weeks, 1958	10,709,052
Twenty weeks, 1957	13,487,352
Average daily freight car surplus	
Wk. ended May 17, 1958	132,632
Wk. ended May 18, 1957	17,833
Average daily freight car shortage	
Wk. ended May 17, 1958	32
Wk. ended May 18, 1957	711
Freight cars on order	
April 1, 1958	38,027
April 1, 1957	107,708
Freight cars delivered	
Three months, 1958	18,441
Three months, 1957	26,359

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ceed in abolishing service on its Old Colony commuter line—were bringing home to Bostonians last week the importance of railroads to a modern community.

The Action Page—Two choices: Equality or subsidy p.42

Americans must be awakened to the national danger inherent in the present transportation crisis. More than the future of railroads is at stake. The nation must deal honestly and competently with its economic problems. If it doesn't, the American system of government is not likely to endure.

Short and Significant

Rail rates on Illinois and Kentucky coal . . .

destined for Chicago for transshipment to Lake ports are being cut 30 cents a ton in an effort to meet barge competition. This move, by about a dozen midwestern rail carriers, may also have headed off construction of a proposed terminal to handle barge coal bound for Lake ports by steamer. Meanwhile, Eastern roads have slashed rates on cement up to 20 per cent, and reportedly are considering rate cuts on anthracite coal and soda ash.

LIRR operated in the black in April . . .

with a net income of $95,531—the first month this year it has shown a profit. Despite this profit, however, the Long Island has operated at a deficit of $1,028,130 for the year. The road increased its commutation fares 5.9 per cent April 8.

A new high of $23,179,922 . . .

was reached by railroad unemployment benefit payments in April, according to the Railroad Retirement Board. The money went to some 182,300 beneficiaries. In March, unemployment payments totaling $21,660,776 went to 173.080 beneficiaries.

Target date for railroad radio . . .

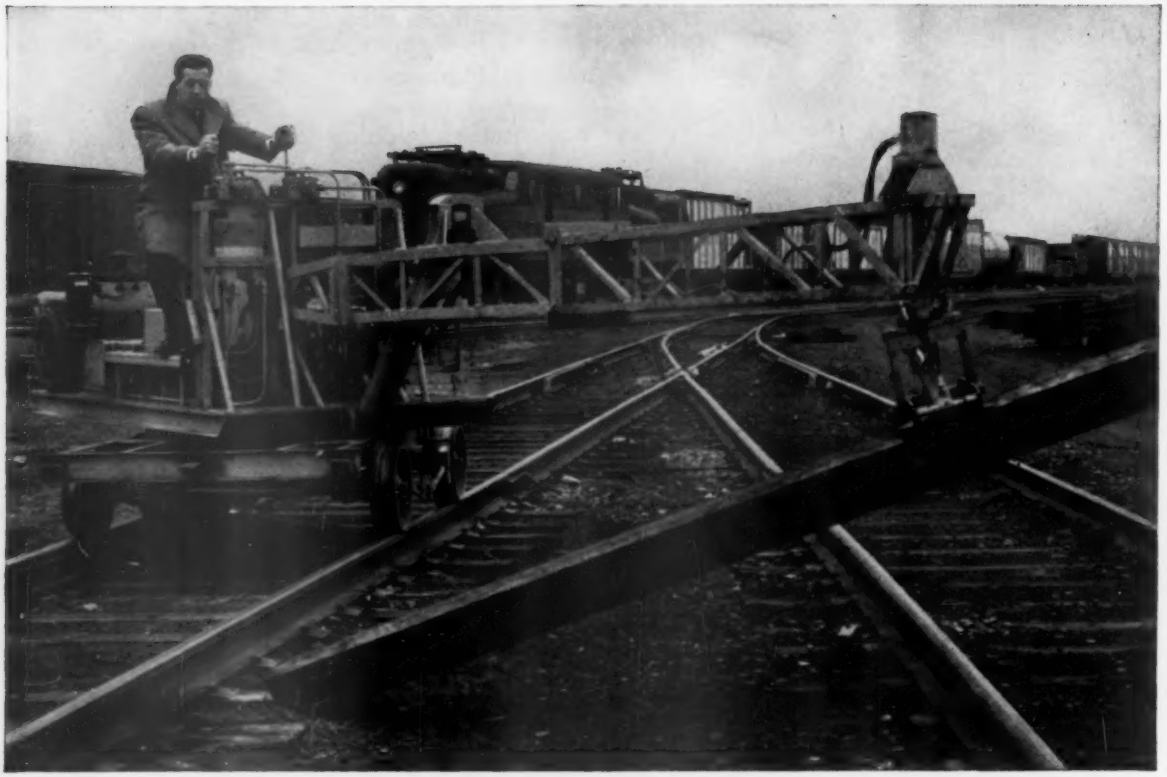
to be operating on the new narrow-band split channels is Nov. 1, 1963. Because of a printer's error, the date was incorrectly given in a story about the convention of the AAR Communications Section (RA, May 26, p. 23).

Nickel Plate is spending $10,000,000 . . .

this year on improvements and new equipment, compared with $12,104,000 in 1957, President Felix S. Hales told New York security analysts. Nickel Plate loadings have been hurt by the steel and auto slump but the road has been able to operate at a profit "by rigid control of expenses," Mr. Hales said.

Look for a speed-up . . .

in eastbound San Francisco-Los Angeles to Chicago-St. Louis-Kansas City freight train schedules this summer. The new service will match one-day faster westbound schedules, in effect since February.



NEW RTW TIE HANDLER PLACES TIES FASTER...

WITH LESS COST AND EFFORT

With the new RTW Tie Handler, an experienced operator can position as many as 2 to 3 ties per minute . . . approximately 1000 ties in a working day! The RTW Tie Handler simplifies the placing of cross ties, eliminates the labor and danger of manual arrangement, minimizes the cost. You can also use it for piling old ties to be destroyed, or stacking usable ties to be banded and shipped to other locations. It is possible to use the above equipment for setting off light equipment in the removal gangs or loading on to push trucks for transporting when working on inside tracks. This machine is equally as effective for handling bridge timbers for maintenance programs.

In keeping with the trend of present developments in modern machines, the RTW Tie Handler is completely hydraulic in operation. Its simple, rugged design keeps maintenance to a minimum, permits additional savings in operational costs. RTW Tie Handlers are designed and engineered by specialists in track maintenance equipment. Write today for complete details.

SPECIFICATIONS FOR 57 BP TIE HANDLER

POWER PLANT: 4 cylinder air cooled gasoline engine—electric starter.

POWER TRANSMISSION: Hydraulic.

TRAVEL SPEED: 7½ to 15 M.P.H.

TRANSMISSION: 2-speed selective type.

ROTATING DECK: 360°.

TONGS: Rotate 260°.

TONG OPENING RANGE: 5" to 16-½".

BOOM: Box type—15' standard length.

BOOM: 5' intermediate section—optional—Extra charge.

BOOM: Travel—60° with boom parallel to track, 30° in either direction, up or down.

TRANSVERSE SET-OFF WHEELS: Optional—Extra charge.

CLEARANCE: Height—72", Width 65".

SWING: 6' 2" (measured from center pin).

WHEEL BASE: 60".

OVERALL LENGTH: 10' 8".

WEIGHT: Approximately 7000 lbs.

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TRACK MAINTENANCE MACHINERY

Switch Grinders • Cross Grinders • Surface Grinders • Rail Drills • Cross Cutters • Bit Sharpeners • Tie Nippers • Grinding Wheels • Tie Handlers • Track Liners

Smathers Bill Goes to Senate

Proposed Transportation Act of 1958 reported favorably from Interstate Commerce Committee. Rate-freedom section and other provisions would carry out recommendations of Surface Transportation subcommittee.

The proposed Transportation Act of 1958 is now before the Senate with a rate-freedom section and other provisions which "pleased" President Daniel P. Loomis of the Association of American Railroads.

The trucking industry "does not oppose" the rate proposal, according to American Trucking Associations. ATA interpreted the proposal as an undertaking to write present ICC policy into the act, and expressed hope that its enactment would end railroad complaints about Commission rulings in competitive-rate cases.

The proposed act is embodied in the Smathers Bill, S.3778, which was reported favorably from the Senate Committee on Interstate and Foreign Commerce.

In addition to the rate proposal, the bill would carry out other recommendations of the Surface Transportation Subcommittee over which the parent committee has jurisdiction.

These call for loan-guaranty arrangements, more ICC power over intrastate rates and new Commission power to override state commissions to permit abandonments of unprofitable intrastate rail services, tighter agricultural exemptions, sharper definitions of private carriage, and income-tax relief to permit carriers to accumulate construction reserve funds (RA, May 5 p. 9).

While the rate, agricultural-exemption and private-carrier provisions were changed by the parent committee, the bill is about the same as the original version. That was introduced last month by the subcommittee's chairman, Senator Smathers of Florida, after that group completed its investigation of the "deteriorating railroad situation."

Other recommendations made by the subcommittee in its report were also endorsed by the committee. These included calls for repeal of the federal excise taxes on amounts paid for for-hire transportation, shorter depreciation terms for railroad property, and mail-transport legislation "to provide fair and impartial treatment for hauling mail by all forms of transportation."

Committee Chairman Magnuson said that Senator Smathers would present the excise-tax and depreciation proposals to the Senate Finance Committee of which Mr. Smathers is a member.

In reporting the bill, the committee hoped it was "doing a service to all forms of common-carrier transportation," Chairman Magnuson added.

He also revealed that the committee's vote to report the bill and "get it moving" was unanimous, but individual members reserved the right to sponsor or support amendments on the floor. The committee chairman went on to say that the bill should clear the Senate before the end of this month in order to avoid getting caught in an adjournment-time jam.

The rate provision of the reported bill would add, to the Interstate Commerce Act's Section 15A, a new paragraph (3) reading as follows:

"In a proceeding involving competition between carriers of different modes of transportation, subject to this act, the Commission, in determining whether a rate is lower than a reasonable minimum rate, shall consider the facts and circumstances attending the movement of the traffic by the carrier or carriers to which the rate is applicable. Rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation, giving due consideration to the objectives of the national transportation policy declared in this act."

This would apply to rate-making for all types of carriers subject to the act, but it is on an inter-mode basis only and thus would not apply to competition between carriers of the same type. The subcommittee's proposal, also on the inter-mode basis only, was confined to rate-making for railroads.

The language originally suggested by the ICC applied to all types of carriers and was on the intra-mode as well as inter-mode basis. At hearings before the subcommittee, the Commission's legislative committee did not oppose eliminating the intra-mode phase, but it emphasized the

Diesels Haul Manila Railroad Into Black

Conversion from steam to diesel operation caused the Manila Railroad, during its last fiscal period, to show a profit for the first time in its history, say MRR officials. General Electric Transportation Specialist Harry E. Downs has just won a certificate of meritorious service for overseeing the change. MRR began operating 30 1200-hp and 10 500-hp diesels in 1956.

Commission's basic position that no change in present law is needed.

The railroads objected especially to failure of the Commission's proposal (RA, May 26, p. 9) to specify that the traffic movement to be considered must be only the movement by the carrier to which rates in issue would be applicable. Also, they objected to language which would have required the commission to give "due consideration to the inherent cost and service advantages of the respective carriers."

The objections were registered in a statement which Mr. Loomis filed with the Smathers subcommittee after the Commission proposal was submitted.

The statement said that failure to limit consideration of the movement-of-traffic factor would legalize those Commission deviations from the intent of Congress which are the subject of the present controversy.

The "deviations" are from the policy announced by the Commission some 13 years ago in New Automobiles in Interstate Commerce (259 ICC 475), that was a finding to the effect that Congress intended that rates of each transport agency "should be determined . . . according to the facts and circumstances attending the movement of the traffic by that agency", and that, for example, there was no warrant for believing that rail rates "should be held up to a particular level to preserve a motor-rate structure, or vice versa".

It was the stated purpose of the subcommittee to frame an amendment to the rate-making rule which would keep the Commission consistent in following this policy.

It was where the reported bill's rate provision calls for consideration of "objectives of the national transportation policy" that the Commission's proposal called for consideration of "inherent cost and service advantages of the respective carriers."

The railroads objected to the latter because, as their statement said, it would enable the Commission to continue the practice of indirectly apportioning traffic "according to its notion of 'the inherent cost and service advantages of the respective carriers.' "

As to what the Commission's "notion" is, the statement cited excerpts from Chairman Freas' testimony at the subcommittee's hearings. In the cited excerpts, the chairman said that "for the purpose of ascertaining the most economical form of carriage, full costs should be the test", and carriers whose full costs are higher than those of the "most economical form," should not be permitted to go below the latter.

It is the railroad position that full costs have no meaning in competitive rate-making: that the only consideration can be whether a competitive rate is compensatory in the sense that it meets out-of-pocket costs and makes a contribution to constant expenses.

The railroad industry's favorable reaction to the reported bill's provision was set out in a May 27 letter which AAR President Loomis wrote to Chairman Harris of the House Committee on Interstate and Foreign Commerce.

"In general," Mr. Loomis summed up, "it may be said that this proposal does not give us the full measure of relief we sought in the making of competitive rates but clearly it does permit the forces of competition to play a stronger part in rate-making than heretofore. Accordingly, we intend to support the proposal."

As to the agricultural exemption, the subcommittee proposed to limit its scope to commodities listed in Ruling 107 issued March 19 by the ICC's Bureau of Motor Carriers, with the exception of frozen fruits, frozen vegetables and imported agricultural commodities. The subcommittee wanted to bring for-hire trucking of these latter back under regulation.

The parent committee accepted the recommendation except as to imported agricultural commodities which it left on the exempt list. And it also provided for exemption of fish or shell-fish (cooked, breaded or frozen).

As to the definition of private carriage, the subcommittee proposed to rule out interstate transportation by persons engaged in other business unless such transportation was "solely within the scope and in furtherance of a primary business enterprise (other than transportation) of such persons."

The change made by the parent committee struck out "solely within the scope" and substituted "incidental to."

Watching Washington *with Walter Taft*

• **STATE-COMMISSION OPPOSITION** to changing the Interstate Commerce Act's Section 13 will be stepped up. The National Association of Railroad and Utilities Commissioners has advised its members to register more protests with Congress. The proposed changes, it warns, "would practically abolish state regulation of the railroad industry."

NEW ICC POWER to override state commissions in permitting abandonment of unprofitable intrastate rail services is proposed. Also proposed is additional ICC power over intrastate rail rates.

ACCEPTANCE OF THE PROPOSAL by the Senate Interstate Commerce Committee will put it before the Senate with a favorable recommendation. It will be in the proposed Transportation Act of 1958 along with other recommendations of the Surface Transportation Subcommittee.

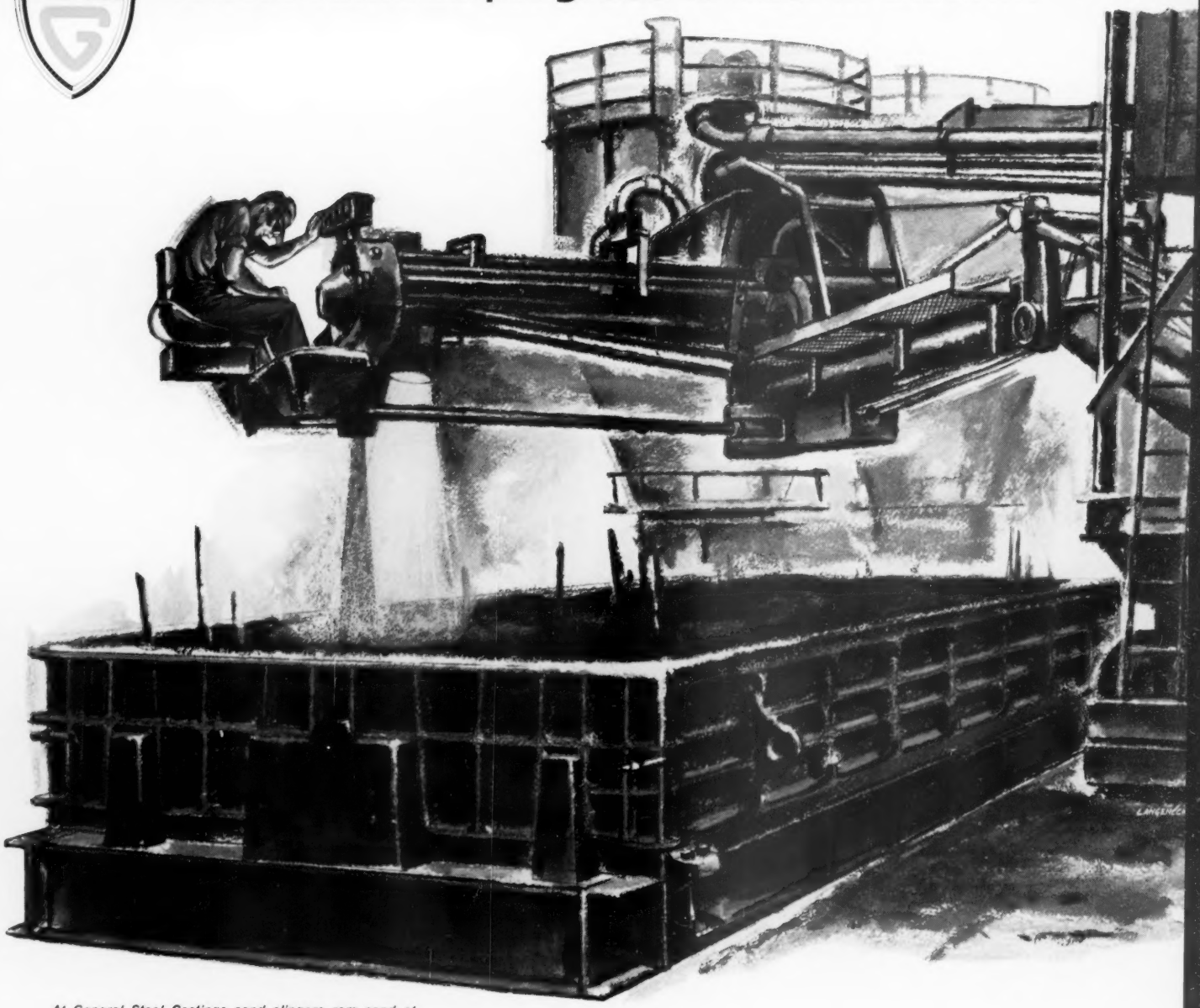
RAILROAD LABOR, TOO, will be opposed. The unions think the state commissions have already gone too far in authorizing service cuts.

IMPORTANCE OF THE RELIEF to railroads is pointed up again by the U. S. Supreme Court's decision in the Utah case. The court sent the case back to the ICC after finding that the commission lacked sufficient evidence to support its order raising intrastate freight rates. Also, there is the Milwaukee commuter-fare decision. There the court held that rates on an unprofitable intrastate service can't be condemned unless it be shown that the entire intrastate operation is losing money.

• **HOPE IS GONE** for Eisenhower Administration of Democratic leadership support of legislation to repeal the 3 per cent tax on freight charges and the 10 per cent levy on passenger fares. The President advised Congress he has no present intention of submitting new tax-reduction proposals. And House Speaker Rayburn and Chairman Mills of the House Ways and Means Committee expressed opposition to cuts at this time.

REPEAL DRIVE of the Senate Interstate Commerce Committee is still on. Although the matter is outside its jurisdiction, the committee will nevertheless submit a repeal recommendation to the Senate Finance Committee. This will be pushed by the chairman of the Surface Transportation Subcommittee, Senator Smathers of Florida, who is also a member of the Finance Committee.

Where railroad progress is cast in steel....



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General Steel's world-famous railroad products include:

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  - Flat and bulkhead flat cars
  - Pulpwood cars
  - Depressed center and well cars
- *Cast steel box car underframe ends*
- *Latest design 4-wheel and 6-wheel trucks for*
  - Diesel locomotives
  - Commuter cars
  - Passenger cars
  - High speed box and refrigerator cars
  - Caboose cars

Modern railroads run on ideas . . . and one of the biggest is the General Steel concept of combining many separate parts into a one-piece steel casting. This forward step has resulted in great progress for railroads and other industries throughout the world.

Users of Commonwealth castings from General Steel are assured of decreased maintenance costs, improved operation, greater safety and maximum availability of equipment.

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GEARED TO PROGRESS P R I MEMBER

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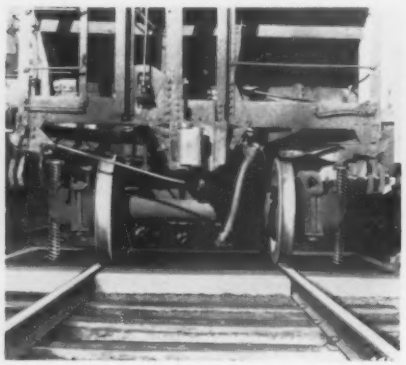
New Products Report

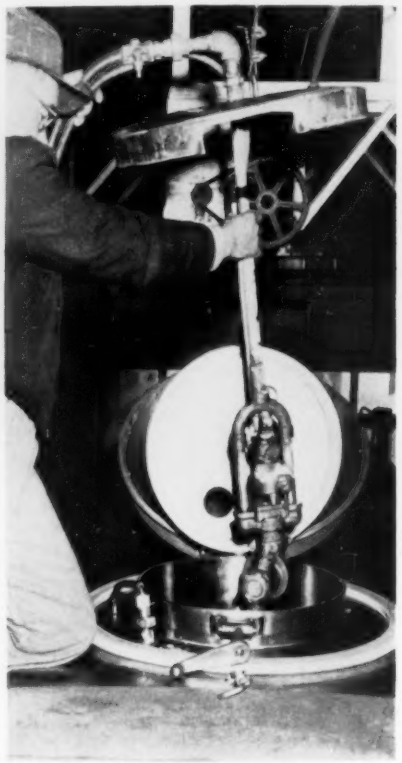


Jack Spot Repair

This package jack arrangement has been developed to simplify "spot" system repairs on rip tracks. Cars spotted over the jacking equipment can be positioned at desired height up to 60 in. with the 5-way control. The entire installation can be covered by a shed, with controls located about 10 ft from the jacking unit. The unit consists of two Joyce SG 2035-60 spur-gear screw jacks coupled to a 2-speed, 25 hp electric motor with double shaft extension. *Joyce-Cridland Company, Dept. RA, 2027 E. First St., Dayton 3, Ohio.*

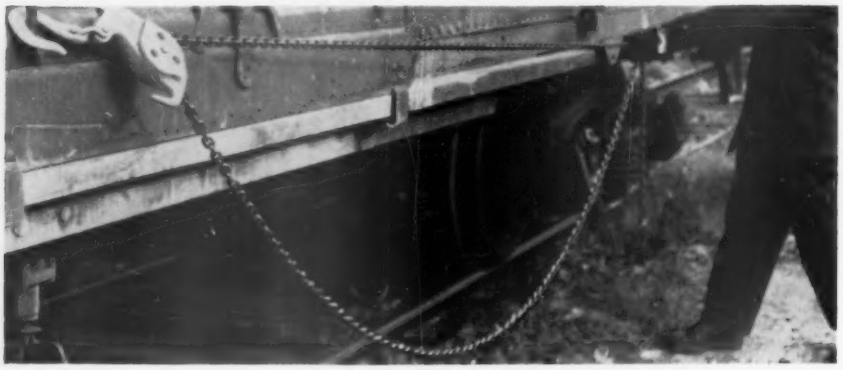
Galvanizing Primer

Poly-Zinc, a priming coat for steel that contains 92 per cent metallic zinc, prevents rust by the cathodic action of the zinc. When brushed or sprayed on a properly prepared ferrous metal surface, it gives protection without the need of a top coat. Each gallon, ready for use, contains nearly 17 lb. of metallic zinc which remains in suspension and requires little mixing. When brushed out on clean steel, coverage is 900 sq ft to the gal. *American Cold Galvanizing Co., Dept. RA, 31 Hudson St., Cambridge 38, Mass.*



Tank Cleaning Unit

A jet unit for cleaning the insides of tank cars and tanks of any size or shape is known as the Sellers Rotor Jet. The Rotor Jet is balanced so that it can be lowered into a tank suspended only by its hose. Without further attention, it hydraulically scrubs the interior tank surface. During the cleaning cycle, a rotating head directs two solid, high-impact, hot or cold liquid jets in a full spherical path. Rotation speed is adjustable. *Sellers Injector Corp., Dept. RA, 1601 S. Hamilton St., Philadelphia.*

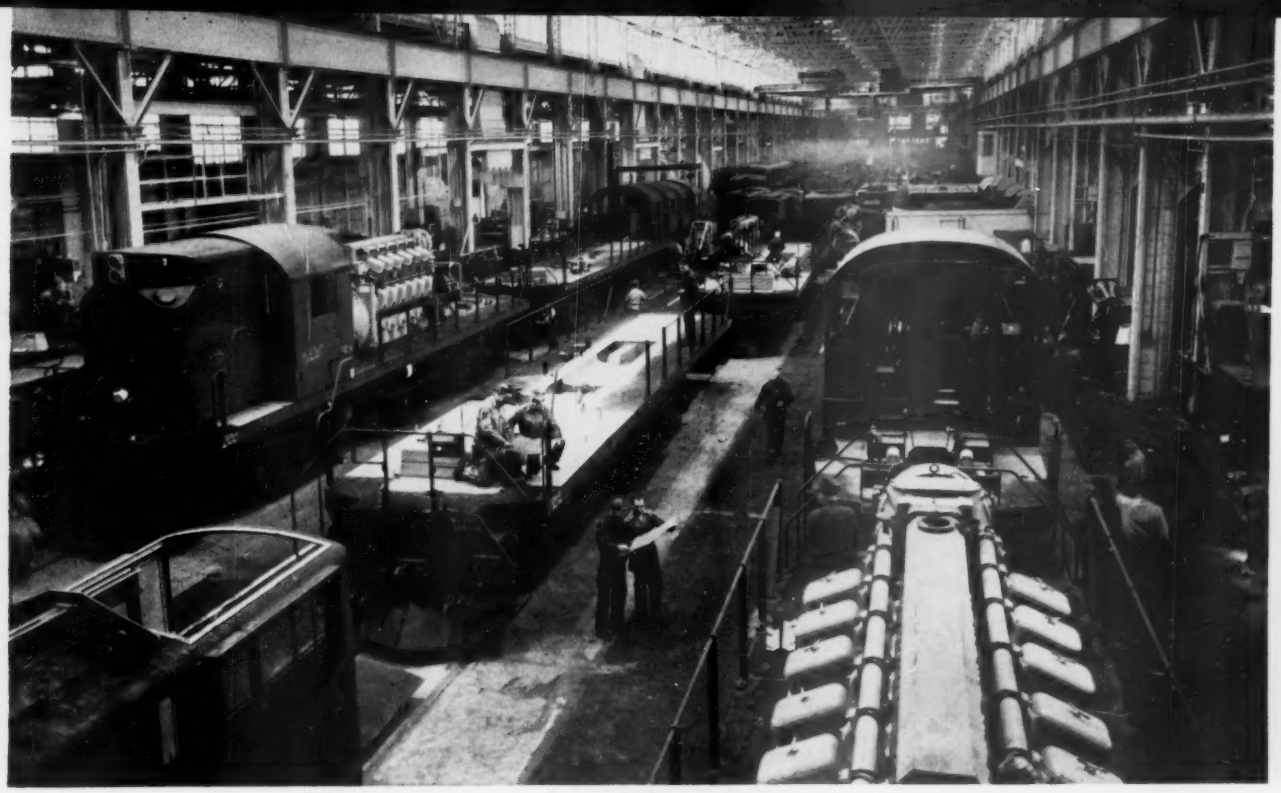


Improved Car Door Opener

Improvements in the Nolan Model H One-Man Car Door Opener have increased its efficiency on balky freight car doors. A special hook with clevis attachment to the body of the car door opener permits its use on any type of freight car door handle. It also permits the tool to line up for a direct pull of the chain into the case. The chain locking pawl now has a spring and a thumb button for quick release. The opener chain now uses a high test unit with a breaking strength of about 3500 lb. *Nolan Company, Bowerston, Ohio.*

Airnesco Cleaning Gun

This new percussion cleaning tool can be used for a multitude of purposes—e.g., in photo it is blowing encrusted cement deposits from the roof of a cement car. The new Airnesco gun incorporates unbalanced pressure valves which accelerate the velocity of the compressed air flow. As a result pressure is multiplied twenty times at the outlet. With abrasive blast attachment, the percussion generator can be used to clean railroad cars before welding repairs or painting. *L. C. Nesham Co., Dept. RA, Box 641, Allentown, Pa.*



Alco Builds for the Future

First phase of company's $4,000,000 program to streamline locomotive production is completed. Three production shops have been modernized; a fourth building houses seven laboratories.

Alco Products' $4,000,000 program to modernize its Schenectady, N.Y., locomotive production facilities is off to a flying start. Goal of the program is to streamline production and integrate plant facilities into a smaller area. This is being done by eliminating structures once used for building steam locomotives.

The now completed first phase gives Alco a modern, efficient locomotive-production operation. Three production shops have been modernized extensively, and a fourth building has been converted to house seven laboratories.

P. T. Egbert, Alco chairman, and W. S. Morris, the firm's president, in a special message to America's railroads, described the new facilities as "tangible evidence of our faith in your future."

The project's first phase centered on Building 62, an 1,190-ft structure formerly used as the general welding shop. This building has been converted into a progressive-station, multi-line, assembly operation. In it, locomotives move from basic steel plate to finished, painted, and ready-to-operate units.

Fed into the building for spotting at the proper installation point are prefabrications, such as locomotive cabs and hoods, miscellaneous machined parts, and diesel engines. All come from nearby sub-assembly areas or assembly lines. Another nearby building now contains the area for tearing down older locomotives returned to Alco by their owners for modernization and rebuilding. Alco is currently remanufacturing five switchers damaged in a roundhouse fire on the Belt Railway of Chicago (RA, Apr. 28, 1957, p. 23).

Minimum of Materials Handling

Building 62 is so laid out that materials flow into the shop, at side-bay and center-bay points. They progress to the proper assembly point with a minimum of materials handling. The long production facility is divided into two main areas. The center bay in the southern half of the building is used for fabricating underframes and side trusses for locomotives. Sub-assemblies for these major components are produced in flanking sectors of the west bay, or in the nearby portion of the east bay, containing the pipe pre-assembly area.

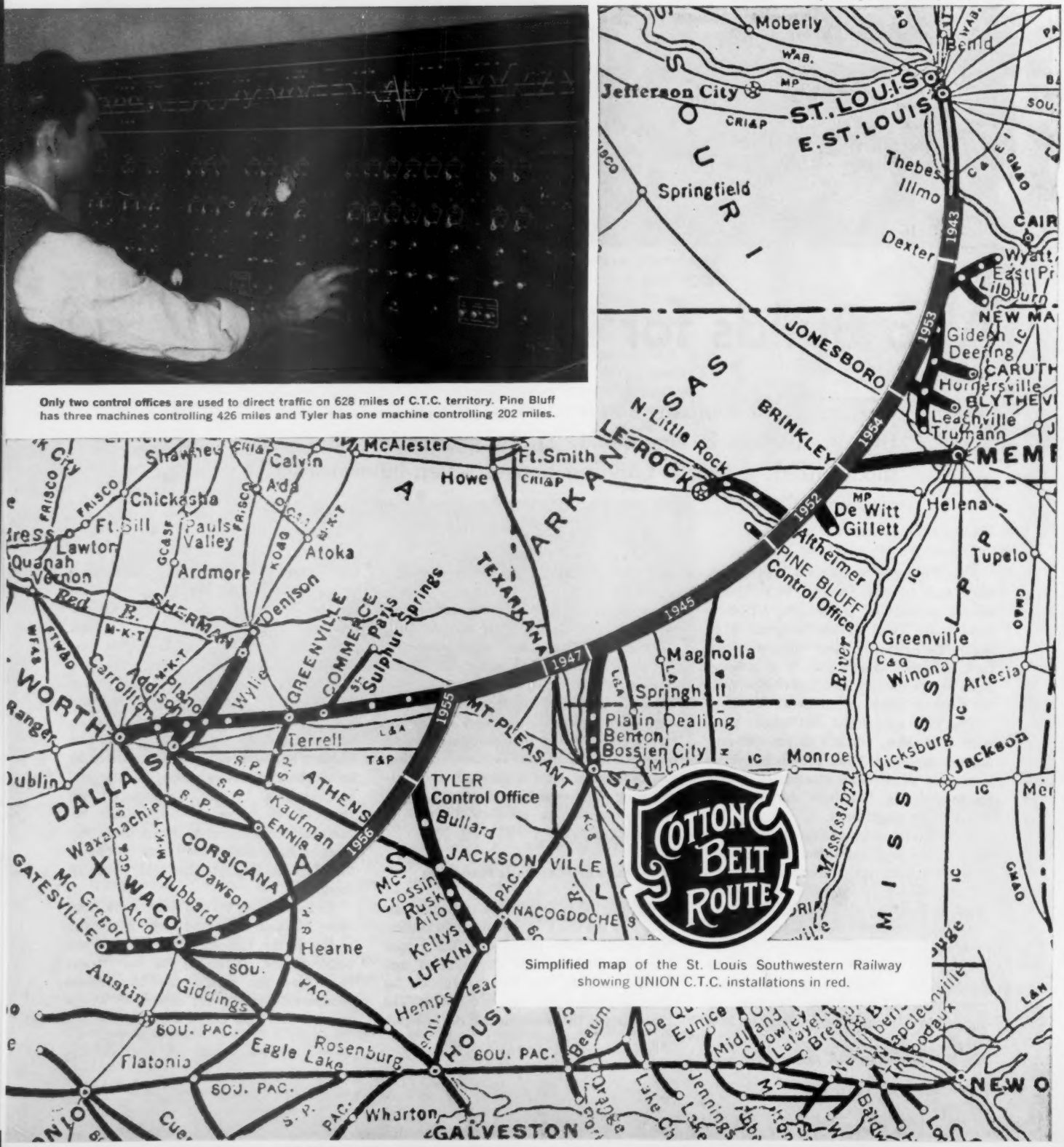
At the center of the building is a main transverse aisle, where diesel engines and sub-assemblies—such as locomotive trucks, hoods and cabs—are brought in. The building has 13 overhead cranes, including five with capacities exceeding 35 tons and one rated at 75 tons. Locomotives are "trucked" or "wheeled" immediately beyond the transverse aisle. From there they proceed from station to station on one of three tracks through the final stages of assembly.

As locomotives leave a finish track, they move successively to the large final paint booth at the extreme north end of the building, and to one of the two "water box" load test stations nearby. Present production—mostly for export—is at the rate of over one unit each working day.

628 miles of C.T.C. second track

Map courtesy of: Rand McNally & Co., Chicago

Only two control offices are used to direct traffic on 628 miles of C.T.C. territory. Pine Bluff has three machines controlling 426 miles and Tyler has one machine controlling 202 miles.



Simplified map of the St. Louis Southwestern Railway showing UNION C.T.C. installations in red.

eliminated need for on COTTON BELT

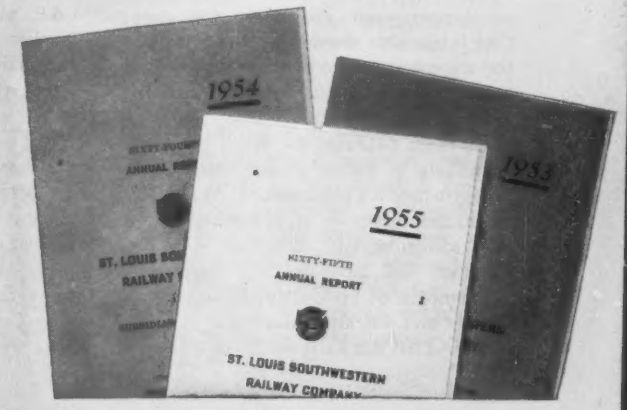
THE BENEFITS OF C.T.C. on extensive sections of single track are being demonstrated on the St. Louis Southwestern. This railroad was faced with heavy increases in traffic and the need for faster service back in 1943. Management officials decided not to add a second main track but to increase capacity of the existing single track by installing Centralized Traffic Control.

The first installation was on 47 miles of track between Illmo and Dexter, Missouri. Since then, 581 additional miles of UNION C.T.C. have been installed, making one continuous stretch from Illmo to Corsicana, Texas.

The Cotton Belt specializes on fast freights both southbound and northbound. The extensive C.T.C. installations enabled them to speed up traffic safely and make substantial reductions in operating costs.

Economic advantages. On two recently completed sections totaling 141 miles, the annual return on the investment was estimated at 20%.

This program has given ample proof that UNION C.T.C. has been successful in paying for itself quickly and helping the railroad to meet and beat competition. Let us show you what it can do for you.



Annual Reports show consistent program of improvement with C.T.C., which was supplied by Union Switch & Signal

Starting in 1943, the St. Louis Southwestern Railway Company has maintained a program of improvement with UNION Centralized Traffic Control which increased track capacity, speeded up schedules and reduced operating expenses. Today, they have 628 miles of C.T.C. in one continuous stretch and are reaping the benefits of this farsighted program.

UNION SWITCH & SIGNAL
DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY
SWISSVALE, PENNSYLVANIA

NEW YORK.....PITTSBURGH.....CHICAGO.....SAN FRANCISCO

C&EI's David O. Mathews

C&EI: Ready When

The road doesn't believe in standing on the status quo. If a better way can be found to do things, C&EI aims to find it.

When the current business slump ends and the upturn develops, the Chicago & Eastern Illinois aims to be ready for it.

During the past several months, C&EI's Traffic Department has been at work developing new resources, new sales tools and—despite the slump—some new traffic. The overall picture includes:

► Reorganization of the sales-and-service force along regional lines. Each of the five regional managers has been given complete charge of agencies under his jurisdiction. As C&EI sees it, the decentralized setup should provide better administration and supervision, plus increased efficiency, coordination and economy of operation.

► Compilation of a mammoth traffic directory to provide data about thousands of shippers—not just those now using C&EI but also those with any potential for shipping via C&EI. A principal aim of the survey is to determine control points for traffic. It's possible, traffic officers point out, that the result may be a reshuffling of forces to concentrate sales energy where it's most needed. At any rate, when the directory is completed—probably sometime later this year — C&EI salesmen will have at their fingertips a vast amount of up-to-date information on present and potential customers.

► Added emphasis on the development of traffic in grain and grain products. C&EI brought in a traffic research director from the grain industry to do the job. Already he's brought the railroad into a container-type grain product movement which gives promise of expanding well beyond its original limits. It's the first venture for C&EI in the cargo box field. The units—18 are being built by ACF—will go into service hauling brewers' corn grits from Danville, Ill., to St. Louis, to a brewery that lacks a rail siding. Eventually, C&EI hopes, the service may handle other products—almost any granular, free-flowing material is fair game for the system.

► Inauguration of a joint rail-water agreement covering movement of Indiana and Illinois coal to Great Lakes ports. C&EI sees the move producing as much as a million tons annually within a year or two. Other roads operating in the area aren't quite so pleased—12 of them have joined in a protest filed with the ICC. And C&EI is paying (under protest) a charge of $1.80 per ton for switching line service between C&EI rails and the port facilities. Other coal moving to the harbor goes at a 53.4-cents-per-ton rate under another tariff. While the hassle continues, however, C&EI and the Gartland Steamship Company are shipping coal—7,500 tons went out in the first lake shipment late in April. The steamer Frank E. Taplin is making the run on approximately an every-other day basis. Recent developments indicate the tariff dispute will be resolved amicably.

► Speedups in freight schedules between Chicago and the Pacific Coast. C&EI's first new timecard to the coast only made the road competitive with other carriers' schedules. But the move initiated a flurry of activity to improve service by almost all other western lines. When the air cleared, C&EI still found itself trailing the competition—so the road worked out a second improvement to permit fourth-day arrival in Los Angeles and San Francisco. At the same time, schedules between Chicago and Southwest points were shortened.

C&EI, in short, isn't one to stand on the status quo. The traditional way of doing things isn't quite good enough, if a better way can be found.

President David O. Mathews got down to cases not long ago in a discussion of the way railroads make rates. Let's assume, he said, that a shipper is unhappy with rail rates and intends to go into private carriage. Or perhaps water carriers are flirting with a rail shipper and it's clear the traffic will be diverted unless rail rates are reduced promptly.

What can a railroad do? Under the con-

RR-government ties like those of husband and wife

The relationship between railroads and the government, C&EI President David O. Mathews mused recently, "is substantially the same as that of a husband and wife. The husband can do as he pleases, subject to prior approval by his wife."

Mr. Mathews has been with C&EI since 1950, as president since last September 1. Before that he'd viewed railroads from the other side of the governmental fence, as an attorney in the Office of Defense Transportation and as special assistant to the Attorney General in the Department of Justice.

When Clair M. Roddewig left the C&EI last year to head up the Association of Western Railways, C&EI tabbed Dave Mathews—then vice-president and general counsel—to take over the railroad.

The new president moved into his office at about the same time the 1957 recession moved in on the railroad industry generally. Despite a slow start in 1958 —C&EI for the first quarter earned six cents per share, compared to $1.04 last year—Mr. Mathews remains confident that '58 will be a "reasonably good year."

Operating revenues for the first quarter were $8,690,597, down from $9,916,378 during the comparable 1957 period.

C&EI, however is continuing to note a stabiliza-

the Upturn Comes

ference method of rate-making, it must place on the conference docket the rate it proposes to establish and the reasons it wants the new rate. Rail competitors are members of the conference; and in conference they consider the proposal and the reasoning offered to justify it.

"Their judgment," Mr. Mathews noted, "frequently differs from that of the railroad proposing the new rate, and sharp and sometimes bitter differences of judgment develop regarding the need for the new rate or the level of the new rate. Frequently, intensive pressure is applied in an attempt to persuade the railroad not to establish the new rate—and this pressure is often effective."

If the road wants to press the issue, it's free to take independent action, after a while, usually not less than 30 days.

But, C&EI's president pointed out, "this involves bucking the current. In railroad circles it's generally considered not quite the thing to do. The tendency is to conform. To act independently is to run the same risk as that taken by the woman who wears shorter shorts. People will talk."

In any event, even if independent action is taken, the fight may just be starting. The new rate is subject to suspension for a seven-month period. Full hearings and arguments, President Mathews noted, "may consume many years."

By that time, he concluded, "the shipper who requested the new rate probably has worn out one fleet of trucks and is working on a new fleet. In any event, he has made a substantial investment in trucks and has negotiated an agreement with the Teamsters union which effectively prevents him from shipping again by rail."

C&EI's president also took a strong stand on the specific issue of the railroad's rail-water coal business.

"We feel it's good business to pioneer new relationships with steamship companies," he commented recently. "With the St. Lawrence Seaway scheduled to open in 1960, Chicago plans to become the greatest port in the world. We wish to participate in this new business to the maximum extent possible. We are determined to do everything we can to make Chicago the greatest port in the world because to do so will make more business for the C&EI."

Eastern railroads, Mr. Mathews noted, "do not like our attitude. But we are determined to see to it that the port of Chicago is not killed by rate rigging or by any other unlawful discriminatory practice."

Once the government's concept concerning rate-making comes into the discussion, Mr. Mathews' words grow even warmer.

Basically, the plight of railroads today, C&EI's president will contend, stems from government interpretation of the National Transportation Policy "to mean that a railroad may not publish a rate which concededly would yield a good return to the railroad but would be lower than a competing mode of transportation could charge and stay in business."

Railroads, Mr. Mathews declares, can and would set rates which would attract volume traffic if it weren't for the "paternalistic Federal policy which holds that competing modes of transportation must not be hurt in the process."

RAIL-WATER COORDINATION — lake steamer Frank E. Taplin loads ex-C&EI coal through Rail-to-Water Transfer facility at Chicago, for delivery to Great Lakes points.

tion of business which first made itself evident earlier this year. And, Mr. Mathews says, "with our expenses under better control than we anticipated at the time of making our budget for 1958, our prospects appear more encouraging. While we can't make any prediction for the balance of 1958, control of expenses has placed the railroad in an effective position to take advantage of any upturn in business."

Coal has been the brightest spot in C&EI's traffic picture thus far. In March, the road showed an increase in on-line coal shipments of 26% over March 1957. In April, the increase over the 1957 month was even greater—37.8%. Overall, the gain has been 7.5% for the first four months of 1958.

Even if the general level of business doesn't rise above its present status, Mr Mathews noted recently, "I think we can stay in the black—but not by any comfortable margin. [However] if we are successful in securing new business, as I think we will be, we can make a respectable showing."

Meanwhile, it's business as usual. The road recently opened its shops; it's in the market for new equipment (hopper cars).

For the long-term future, though, C&EI's Mathews sees little chance the railroads will prosper unless certain roadblocks are taken from the path to competitive rate-making.

If that's done, if the railroads are permitted to make rates reflecting their position as the low-cost form of land transportation, then the railroads will show they can prosper.

Mr. Mathews puts it this way: "What's good for the economy is good for the C&EI . . . and, what's good for railroads is good for the economy."

Can You Name Your Successor?

Future operating department supervisors will come, by and large, from the ranks of scheduled employees. Problem is how to find the proper men and get them started up the ladder. Doing so is one of the superintendent's major responsibilities.

Working on a midwestern railroad is a yardmaster who, though he doesn't know it yet, soon will be an assistant trainmaster. His name is a long way from the top of the seniority list. But, just the same, he'll fill the next supervisory vacancy.

On another road, a brotherhood local chairman today stands a good chance of being offered a supervisory job on the management side of the table. His railroad feels sure he'll be just as forceful in administering its policies as he is in working for the interests of its scheduled employees.

On a third railroad, a top operating officer complains: "Two of my superintendents never have been able to give me the names of men who might make good trainmasters! What am I to think of their abilities as managers and planners if they don't think ahead and determine who tomorrow's supervisors will be?"

Who Will Run the Railroad?

Happily, the type of personnel planning existing on the third road is getting harder and harder to find. In increasing numbers, railroads are learning that competent supervisors—at all levels, in all departments—can't be simply picked off the vine when they're needed. And in the operating department, more and more superintendents are finding themselves grappling with the problem of who, in the future, will run the railroad. Indeed, many superintendents are doing so because their superiors regard tomorrow's supervisors as important, almost, as tomorrow's train-miles.

Is such personnel planning a legitimate part of a superintendent's assignment? "Of course it is," says an assistant operating vice-president emphatically. "I regard any superintendent who doesn't know his men well enough to pick out potential supervisors as not paying proper attention to all parts of his job."

The average superintendent, of course, stands somewhat in the middle. He is charged with the obligation of knowing the caliber of his employees. But, he has only limited authority to boost a man up the supervisory ladder. In many instances he can only recommend. His general manager, the operating vice-president, or even the president himself, must pass on all promotions of consequence. Even so, the superintendent's responsibility is great. If he picks a lemon or two, a superintendent can find himself in trouble.

But finding someone to recommend often gives a superintendent a hard time. Railroads haven't scored well in the race for college graduates. For many lines, employment has been a matter of hiring brawn when brawn was needed, with little regard for how the roster of potential supervisors might look a few years hence.

Yet a good many railroaders still regard their business as one in which the best supervisors come up the hard inside path—through the ranks. Competition for young minds being what it is today, this line of advancement is perhaps adopted as much by necessity as design.

How, then, can a superintendent pick out of the ranks the man who may someday hold the job of superintendent himself? What are the qualities to be sought? How can they best be exploited?

Procedures of different railroads vary. Generally speaking, a scheduled employee comes to the attention of his boss largely because he is outstanding in the performance of his job. He may show unusual aptitude and interest, both in his own work and in that related to his own. His records in the superintendent's office are clean, show sincere effort. His personality is pleasant; he gets along with others.

Is he, then, a potential supervisor? Not yet. "When I see a likely candidate, I try to analyze my motives for choosing him," one high-level supervisor points out. "Do I like his looks because his personality complements mine? Am I attracted to him because I came up the same way he's advancing? These things must be viewed coldly."

And so must certain practical factors about a man's "promotability." If he's now 63, for instance, he'll be of little real value as a supervisor by the time he retires.

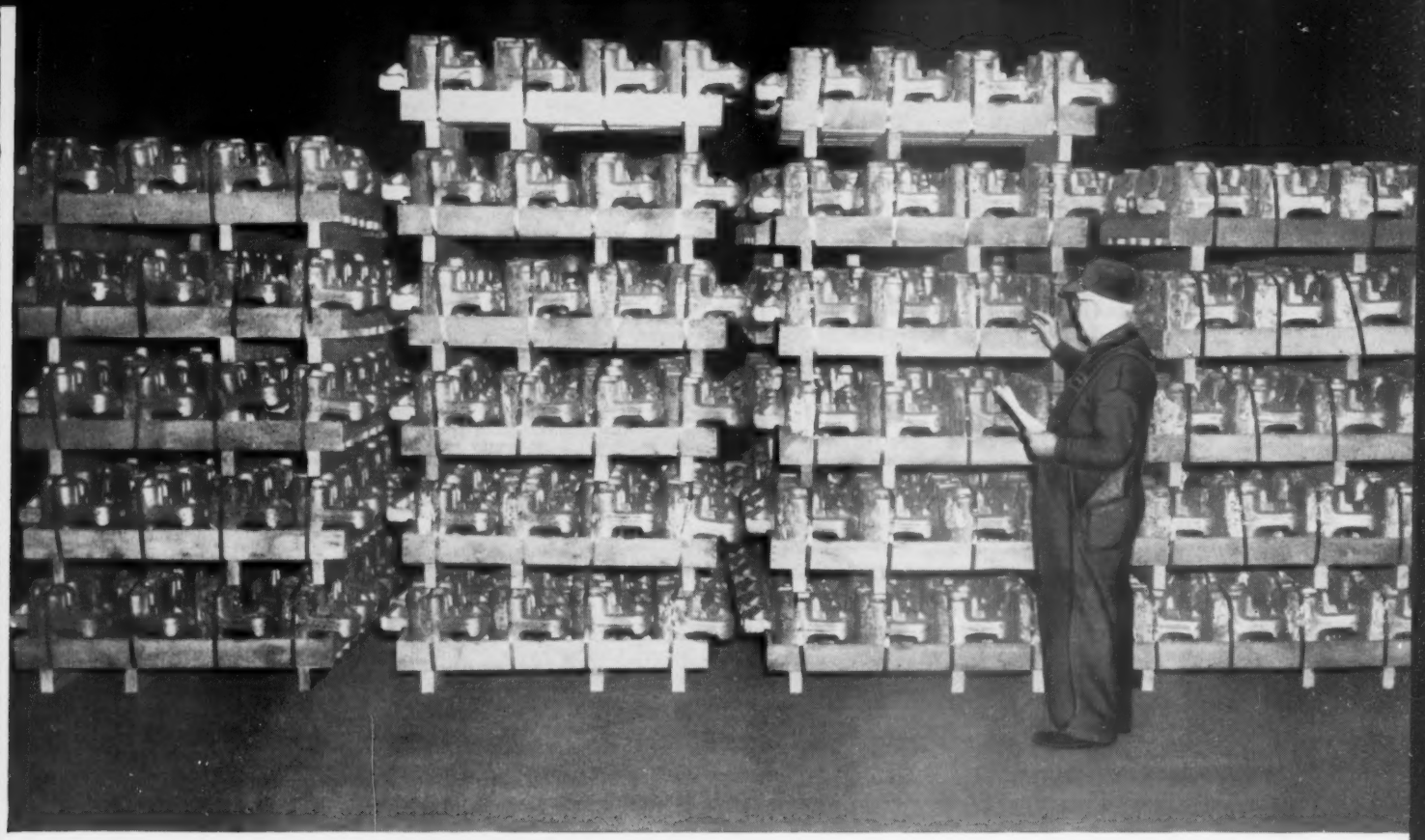
Moreover, a man's capabilities must be analyzed in relation to the kind of job he'll be expected to do as supervisor. Is he actually cut out to accept added responsibility? Does he really want it and can he handle it? How well does he know the jobs of the men he'll be asked to manage? Can he get along with his men without giving in to them unnecessarily?

(*Continued on page 20*)

In increasing numbers, railroads are learning that competent supervisors—at all levels, in all departments—can't simply be picked off the vine when they're needed. . . What are the qualities to be sought? How can they best be exploited?

•

"Don't appoint anyone as trainmaster today simply because you need a trainmaster and a man is available. Maybe he can never be anything but a trainmaster. See if you can find a man who can be trainmaster, then superintendent, and who can keep on going."



Now...ASF Palletizes Coupler Knuckles at No Extra Cost!

There's just no comparison between the new, trim, 24-knuckle pallet and the old, time-wasting heap of knuckles. Everything about palletizing makes handling easier.

Unloading is easy and quick, with crane, magnet or lift truck. Knuckles are firmly banded to pallets, which can be stacked safely and neatly to any practical height—saving floor space. At inventory, simply count the *pallets*—24 knuckles at a time.

Palletizing at no extra cost is another way of demonstrating how ASF is constantly looking for ways to cut *your* stores costs. Specify these easy-to-handle knuckles—in multiples of 24!

ASF

American Steel Foundries

Prudential Plaza, Chicago 1, Illinois

Canadian Sales: International Equipment Co., Ltd., Montreal 1, Quebec

Other Foreign Sales: American Steel Foundries, International, S. A., Chicago

(*Continued from page 18*)

Several officers to whom Railway Age talked pointed out an important consideration: Efforts of the personnel department to bring good men into the railroad at the bottom may seem unnecessary at times, but in the long run they'll pay off.

"Sure, I know it looks silly to seem to require a college education to swing a spike hammer, but there are reasons," said one operating man. "On our railroad we vary the requirements according to the job, of course. But I keep telling my men, you never know when a man hired for 30 days may become a permanent fixture. So get the best man in the first place."

Another officer raised his sights a few points up the advancement scale and advised: "Don't appoint anyone as trainmaster today simply because you need a trainmaster and a man is available. Maybe he can never be anything but a trainmaster. See if you can find a man who can be trainmaster, then superintendent, and who can keep on going."

If your railroad has a small terminal where new supervisors can have a suitable degree of responsibility, but where they can't do irreparable damage while learning, so much the better. Thus located, they can acquire what are perhaps the three most important qualities of their business personality:

- Personal integrity. Employees must be able to know their supervisor will do as he says. His honesty and fairness must be beyond question. This is nowhere as essential as it is in labor relations. His word must be his bond.
- Plainly stated, guts. He must be able to say "no" when "no" is required. Though he may not agree, he must accept management's directives as his own and transmit them to his men in his own name.
- A practical bent, yet the ability to dream. There is a time for planning and a time for action. A good supervisor at any level knows which is which—and proceeds accordingly.

Union Man—Why Not?

The man who best displays these talents has sometimes been found on the division as a union officer. Several roads report that local chairman and general chairman frequently make the transition to management supervisors with no trouble at all.

"Look at it this way: That man is a brotherhood chairman because he's been chosen by the members to be their leader," declares one personnel man. "The basic abilities to organize and lead for management are not much different than they are for labor."

An "old head" operating man agrees in principle, and adds: "Chances are, if you make a trainmaster out of the local chairman, he won't get you in trouble by condoning practices which violate the agreement. He'll know those rules better certainly than almost anyone else you could get!"

To which one general manager adds: "Our railroad won't promote a man on his home division, and I think it's a good idea. When I was superintendent, I'd have given anything to go back to the place I started out switching cars. But I never could and I know I never will."

The fancy term in personnel work is "manning table." It's a human timetable of supervisors and their potential successors. Who, for instance, is superintendent today at Centerville, and who is his likeliest successor? And when that man moves up, who will replace *him*, and so on down the line. They're not found in any great quantity on railroads yet, nor is the thinking behind them established enough on some roads to be called "policy."

But as railroads scramble for their place in the transportation scheme, more and more emphasis is being given to tomorrow's supervisory officer.

For, in essence, the only difference between a supervisory trainee and an executive trainee is time and probably a little salary.

Railroading After Hours with Jim Lyne

FREE BREAKFAST?—How about having no dining cars for breakfast on overnight trains? Instead, have Pullman porters serve the customers coffee and a sweet roll, free? The suggestion comes from Edgewater Steel's Bill Heiner. He believes patrons would appreciate the courtesy, and that there'd be a saving in expense. Porters shouldn't mind the chore, because of the prospect of extra tips.

SERVICE IN TRANSIT—My friend Ed Hill, chairman of the Eastern roads' traffic association, tells me that "in transit" arrangements didn't begin with grain, as I had supposed. Instead, his information is that the first "stopover" concession was made in behalf of a pedigreed bull. The animal dropped off the train every 25 miles or so to perform his office of improving the quality of livestock. And the railroad gave him the advantage of a through rate for the entire length of his route.

TRAIN-ENGINE POOL?— A. Hesse of Alliance, Neb., thinks there may be something in the suggestion tentatively advanced here—that there be one seniority pool for train and engine employees. Says he:

"I know a lot of conductors and brakemen that can handle an engine at least as well as the average engineer. Also there are plenty of enginemen that can pick up or set out cars and switch a train as well as any train crew."

He goes on to report that several industrial railroads do this pooling. A new employee starts out in the cab, as helper to the engineer. His next step up the ladder makes him a brakeman. After one year's experience on the footboard, he is entitled to qualify either as an engineer or conductor, as he chooses.

Craft distinctions are important when work is radically different. You couldn't expect a switchman to double as a signal maintainer. But aren't there more craft barriers on the railroads than is good either for the railroads or the employees concerned?

PAYING FOR STATIONS—Charging the cost of passenger stations to taxpayers—rather than to railroads and their patrons—is a well-established practice in Europe. In the April 1958 issue of the British Transport Review there appears a report on recent passenger terminal improvements on the continent.

There have been a multitude of such projects since World War II, and hardly any of them have been financed by the railroad administrations. Brussels has a big project which cost $75 million. Vienna's facilities have enjoyed extensive improvement. There have been large and numerous additions in Italy—financed mostly by "Marshall aid" (i.e., by U. S. taxpayers).

Anti-socialist as I am, I have never been able to see anything heretical in making fancy passenger stations tax-exempt and, in part, a community expense. Their principal purpose is municipal adornment and it is sound economics to assess costs along with benefits. Beneficiaries of expensive stations, in the main, are not railroad investors, or passengers, or shippers.

ALCO

AN IMPORTANT MESSAGE TO AMERICAN RAILROADS

From ALCO *Products, Inc. — an open letter to railroad men*

ALCO's future and that of the railroads are allied. Although ALCO has, in the past five years, greatly diversified its product lines to serve many industries, these changes have also strengthened the ways in which we serve you, our oldest friends.

Our new Model 251 engine and the locomotives it powers, as well as our new facilities at Schenectady, are tangible evidence of our faith in your future. The new engine and plant are described in the following pages.

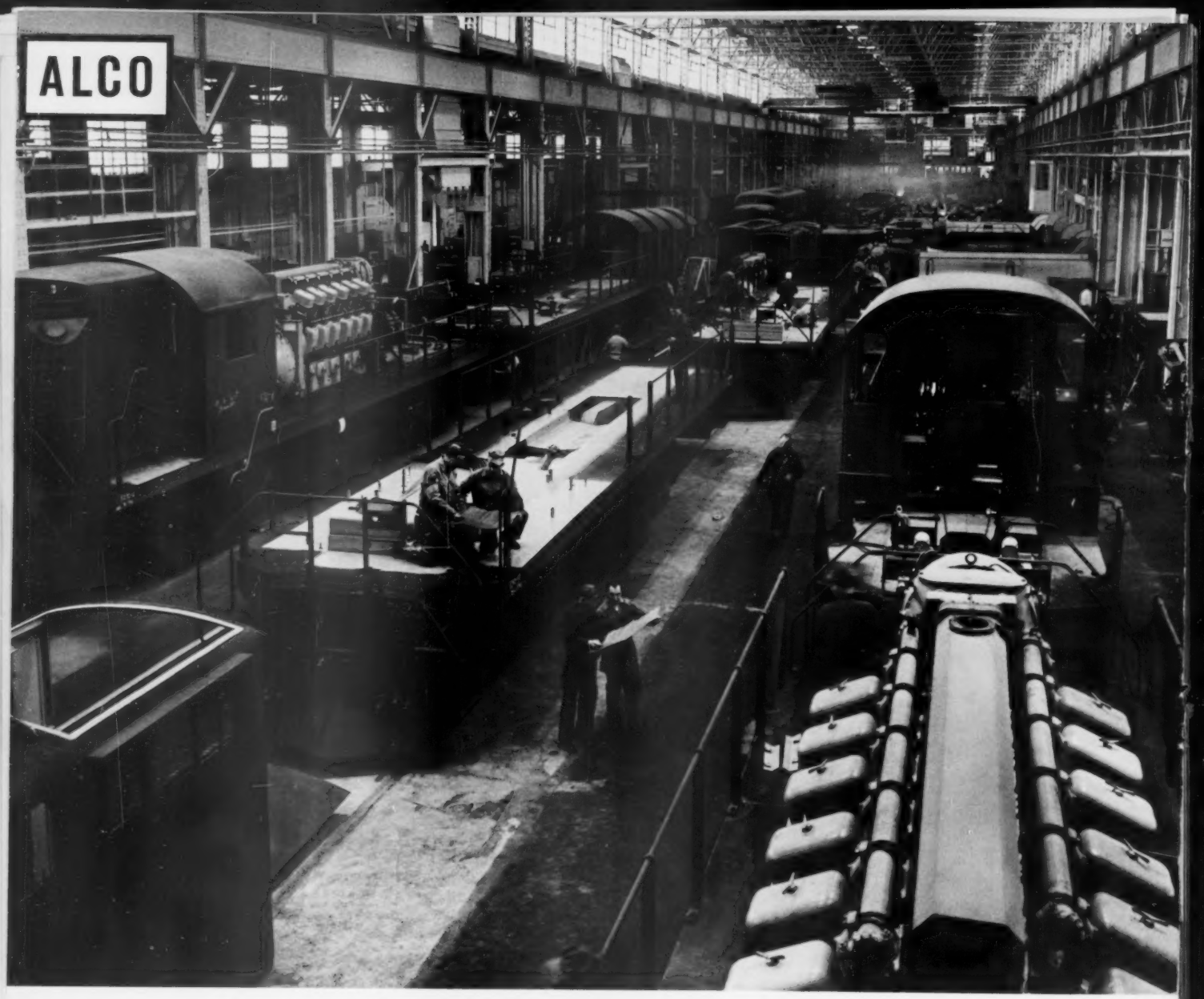
Less visible than steel and machines, but no less real, is our determination to be responsive to *your* needs, whether they be new locomotives and engines, rebuilding, renewal parts or any other service. This sense of responsibility to what you want will, we are sure, strengthen every area of contact between you and ourselves.

You and our company have a long mutual history. We are very proud of it, and of the contributions we have been able to make. We are certain that these improved products, our new facilities, and our expanded services for you will further contribute to your progress, and that ALCO will always play this significant role in railroading.

Perry T. Egbert
Chairman of the Board

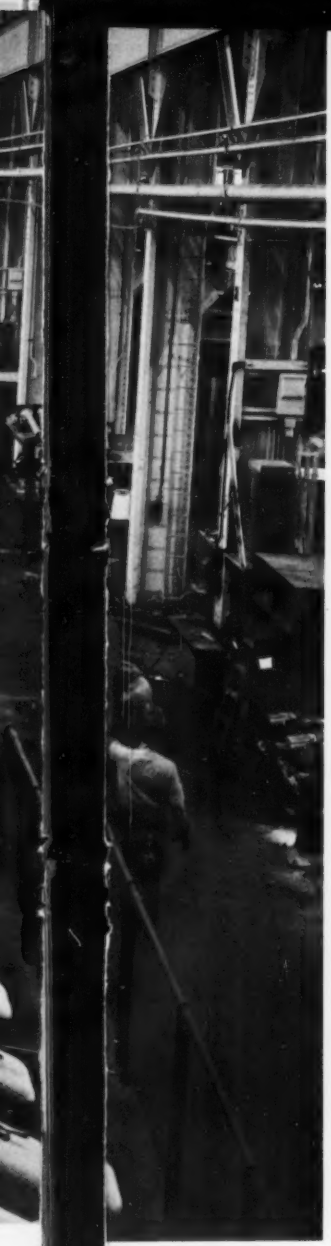
William S. Morris
President

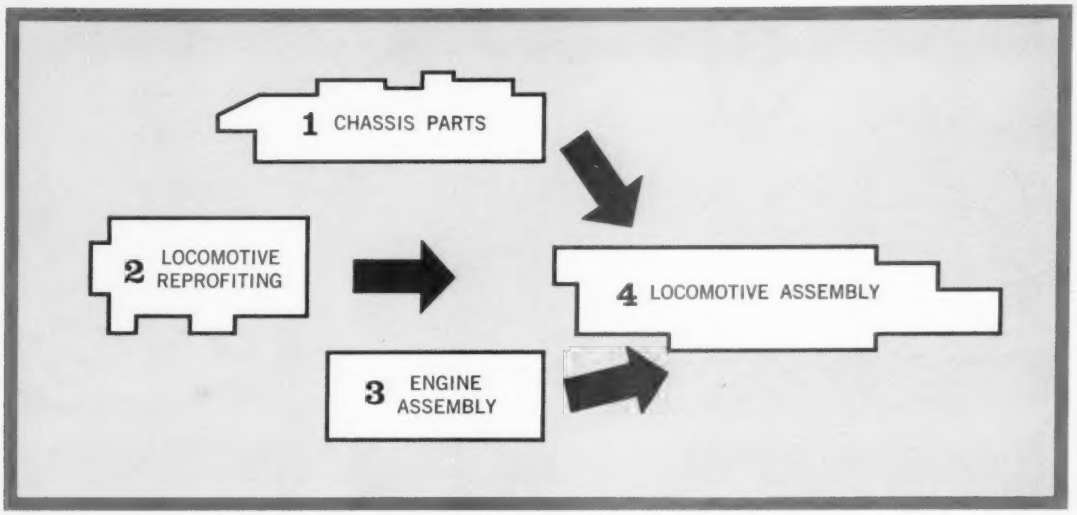
*"*ALCO *will always play this significant role..."*



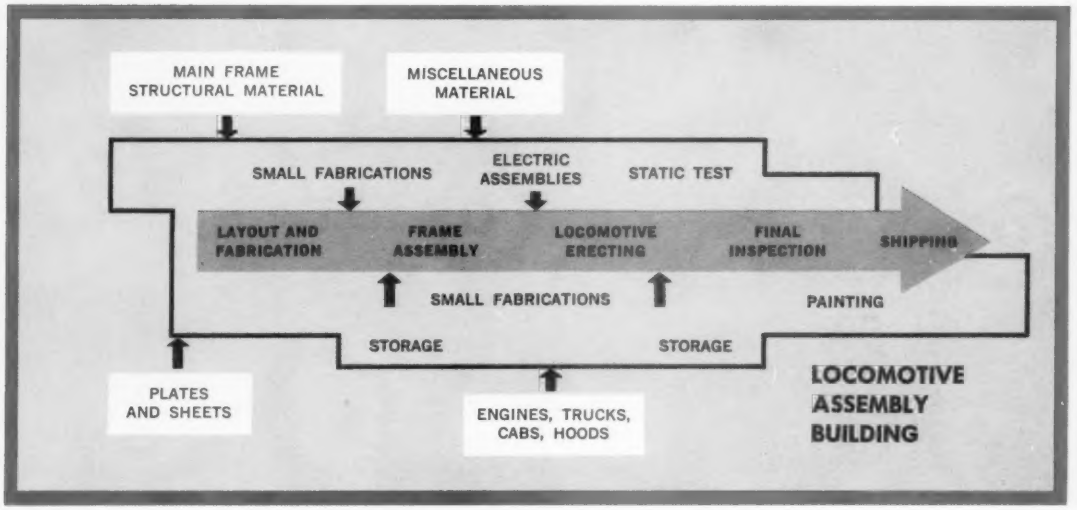
LOCOMOTIVE ERECTING SECTION is a part of new, modern ALCO assembly facility. The plant incorporates latest techniques and equipment for quality production of locomotives. New locomotive for Pennsylvania Railroad (*right center*) is one of the first to be completed in the new facilities.

NEW ALCO FACILITY MODERNIZES LOCOMOTIVE PRODUCTION





PRINCIPAL FACILITIES of the new locomotive plant are (1) truck, hood and miscellaneous production, (2) reprofiting of older motive power, (3) new diesel engine production, and (4) new assembly building.



FLOW OF COMPONENTS illustrates "straight-line" production concept applied for first time to locomotives. Final assembly and testing area for "reprofited" locomotives is also located in this building.

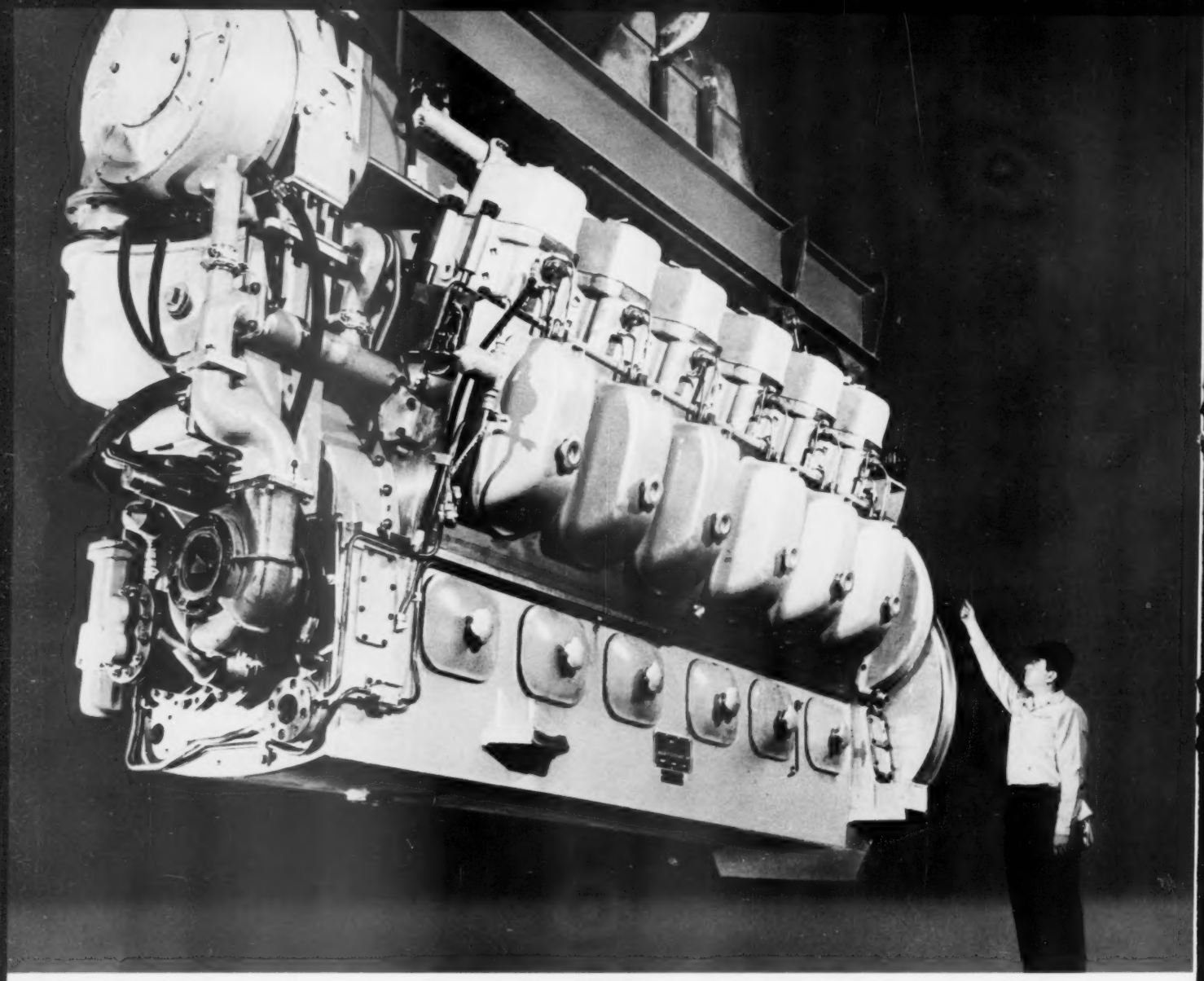
As part of a planned program to provide more and better products and services to American railroads, ALCO is now putting into production at Schenectady a new facility devoted to locomotive assembly. It embodies the most modern manufacturing methods and techniques ever applied to locomotives. The goal of the new facility is simple and clear: new and better motive power to lower your costs.

Backing up the locomotive assembly facility are two sub-assembly buildings. One produces ALCO 251 diesel engines for the new locomotives, and the second turns out trucks, hoods and miscellaneous assemblies. Modern equipment has been provided in a third building for "reprofiting" older ALCO motive power, including entire locomotives.

These new production facilities, centralizing ALCO's locomotive manufacture at the Schenectady plant, are open for your inspection. Your ALCO representative will be pleased to make arrangements for your visit to the world's most modern locomotive plant.

Devoted exclusively to meeting the needs of the railroads, the new plant is an expression of ALCO's determination to meet your requirements with new and better products and more helpful services.

"ALCO will always play this significant role..."



NEW, PROVED 251 ENGINE powers ALCO's DL-600, DL-701, DL-702, DL-430 and DL-440, making them the world's most efficient locomotives.

ALCO 251 ENGINE PROVES ITS EFFICIENCY

Since introduced to the railroads three years ago, the 251 diesel engine has been delivered to 80 customers and it has already been proven by more than 60 million miles of rugged railroad service.

ALCO locomotives equipped with the new engine are now operating on the Boston & Maine, Northern Pacific, Southern Pacific, Pennsylvania, Lehigh Valley, New York Central, Chesapeake & Ohio, Norfolk & Western, Nickel Plate, M-K-T and many other principal roads in this country and throughout the world.

The 251 engine is the result of ALCO's continuing research to provide high diesel performance with economical operation and maintenance. This goal has been realized, for the turbocharged, four-cycle 251 engine has proved that it moves more freight—faster—with a fuel savings of more than 10 per cent and with maintenance costs substantially reduced.

This is just another example of ALCO serving the needs of the railroads, and another indication that "ALCO will always play this significant role . . ."

ALCO

ALCO PRODUCTS, INC.
TRANSPORTATION PRODUCTS DIVISION
SCHENECTADY, N. Y.

DIESEL-ELECTRIC LOCOMOTIVES · DIESEL ENGINES · RENEWAL AND MODERNIZATION PARTS · REPAIR AND REBUILD SERVICES

Timken Opens New Bearing Plant

Company expresses confidence in railroads and their future demand for freight-car roller bearings. New facility, costing over $7,000,000, has nominal capacity of 160,000 bearings a year.

The Timken Roller Bearing Company has just expressed its confidence in American railroads to the tune of over $7,000,000. The firm laid out that sum to build a new push-button facility for producing freight-car roller bearings. The mechanized production line was opened recently at ceremonies presided over by W. E. Umstattd, Timken president.

The facility, at Columbus, Ohio, has a nominal capacity of 20,000 car sets, or 160,000 bearings a year.

The production line is divided into three major units: green machining, heat treating and grinding. The seamless tubing from which the bearing cups and cones are machined is a Krupp steel containing 3.5 per cent nickel, 1.5 per cent chrome and .20 per cent carbon. Tubing is transported to the green machining operation by a six-ton-capacity side lift truck.

Automatic Conveying

After the green machining operation the cups and cones are washed. They are then conveyed automatically to a special marking machine and marked with identification on the outer diameter and the back faces. Heat treatment of the product comes next. All furnace operations have controlled atmospheres.

Heat treated rollers are delivered to the hard stock area at one of the grinding lines. There, a spiral elevator feeder delivers the rollers to the grinding line.

In the conveyor line are gages which check roller size and length and automatically control compensation for wheel wear. Green, yellow and red overhead lights tell the operator at a glance whether a machine is operating, in operating condition but waiting for some reason, or stopped and requiring attention. The same information is also available at the monitor panel in more detail. Rollers are kept in sequence to have all rollers in a bearing as uniform as possible.

Heat treated cups are delivered on pallets to the hard stock area at one end of the grinding line. Cups are manually loaded into a storage conveyor ahead of the first grinding operation and then completely ground in eight operations. All cup grinding machines are equipped with gages which give in-process control at each operation. Gages are also provided at each station for quality control checks by roving inspectors.

The conveyor system automatically handles and positions the cups between operations. It also provides for a 30-minute storage of parts between operations. Washing stations clean and cool the cups after each operation.

Heat treated cones also are delivered on pallets to the hard stock area at one end of the grinding line. Cones are manually loaded into a storage conveyor ahead of the first grinding operation and then are completely ground in six operations. Machine control, quality control, handling and monitor and light systems function for this line just as for the cup line.

Cups and cones are conveyed from the grinding lines to inspection stations. There, each part is inspected for defects and final gaging operations are performed to insure dimensional accuracy. After inspection, cups and cones are conveyed through an automatic phosphating operation. All surfaces receive an anti-rust protective coating.

After phosphating, cones go to an inspection station where they are checked for uniformity of coverage. They are then passed on to the cone assembly operations. Phosphated cups are conveyed directly to the final assembly area. Cones, rollers and gages are brought together and automatically assembled and the cage closed in to make a self-contained unit. Assembled cones are then conveyed to a battery of machines where they are run in under load. During this operation the cone is flushed with filtered oil to eliminate foreign matter from the assembly. After running in, a final visual inspection is made, plus a check for proper cage clearance.

At the final assembly station, one cup and two cones are assembled with a spacer of known length and checked for lateral clearance on a rotating air-operated fixture. Then the cone assemblies are greased and reassembled with the proper production spacer indicated by the lateral check. A metered amount of grease is added and the grease seals are pressed into the cup. Each assembly is weighed to insure that the prescribed amount of grease has been added. Seal wear rings, cone backing rings and axle end caps are now banded to the assembly with the proper protective paper board and placed in a box and the box sealed.

FINAL STEP in production of AP freight-car roller bearings involves checking of entire assembly and filling with correct amount of grease. Seals are then pressed in and the bearing is banded and boxed.

BEFORE: Dark surfaces, stained skylights and inadequate lighting combined to produce a gloomy atmosphere.

How to Upgrade an Old Train Shed

North Western used a three-part procedure to bring the interior of its facility at Chicago into harmony with cleaned and refurbished station.

Here's a tested formula for brightening up the interior of a train shed:

Coat the columns and overhead surfacing with aluminum paint; install skylights of corrugated translucent plastic; replace incandescent lights with fluorescent fixtures.

It's a tested formula because the North Western used it in the large train shed at its Chicago passenger station.

In doing this work, the road took another major step in a long-range program to upgrade its 47-year-old Chicago station, used by 80,000 commuters each week day. Earlier improvements included a new air-conditioned ticket office, baggage room and telephone center, installation of moving stairways, and cleaning the high domed ceiling of the main waiting room.

With these improvements accomplished the railroad shifted its attention to the station's 16-track stub-end train shed.

The shed consists of a steel-and-concrete roof carried by a series of arched girders spanning each pair of tracks. The girders are supported by a line of steel columns along the center of each platform. Over the center of each track is a continuous slot for exhausting fumes from locomotives. For natural lighting the roof of the shed contained about 400 skylights. These consisted of 5- by 12-ft openings covered with wire glass.

The train shed contrasted poorly with the station's newly cleaned and modernized interior. The contrast was caused by a combination of conditions. Surfaces of the columns and ceiling, dark to begin with, had become several shades darker with time and service. The existing incandescent fixtures contributed little in the way of general illumination, and the wire-glass skylights had become stained and badly cracked.

To bring the train shed into harmony with the station as a whole, the North Western applied the formula mentioned above.

Approximately 290 aluminum cold-cathode fluorescent lighting fixtures were installed. Each fixture has two 100-watt milliamp tubes. With the new fixtures, illumination in the shed has been increased from 2 to 10 foot-candles, according to B. D. Allison, the road's electrical engineer for fixed properties. The application of aluminum paint has undoubtedly contributed to the improvement in illumination. However, as pointed out by Mr. Allison, the amount of this contribution is difficult to measure accurately.

Preparatory to installing the translucent skylight panels, a frame of 2-in. by 10-in. treated wood was placed in each skylight opening. Before installation these timbers were cut to match the corrugations of the translucent panels. Thus, a positive water seal was effected.

When the road reached the painting phase of the program it encountered a problem. There were approximately 300,000 sq ft to be coated. Use of hand methods promised to be a slow, tedious process. On the other hand, spraying the aluminum paint, using conventional equipment, was felt to have objectionable features too. Spray mist, or "float," would, it was reasoned, present a problem because of its effect on passengers and equipment. How the problem was solved is described on the next page.

AFTER: Aluminum paint, translucent skylights, fluorescent lighting (not on when photoghaph was taken), did this.

How the Painting Problem Was Solved

"We had sprayed aluminum paint on several jobs but always had trouble with 'float,' " said Orville Olson, the North Western's bridge & building supervisor at Chicago. "But there just didn't seem to be any other way to get the train-shed job done, so we went ahead with high-pressure spray equipment. Of course, we took precautions such as cleaning on windy days and spraying on calm days, but even this procedure was unsatisfactory."

To help solve the problem, the railroad sought the cooperation of Binks Manufacturing Company, manufacturer of spray painting equipment. The answer was found in a new combination of existing equipment. A material pressure regulator was used in conjunction with a standard material-handling pump and air-pressure regulator. By controlling the pressure of both the air and the paint it was possible to use an internal mix nozzle (paint and air mixed before leaving the gun) on the spray gun. This type nozzle, combined with low, evenly regulated material and air pressure, reportedly gives an even-covering spray with minimum paint travel.

The entire set-up—pump, material regulator, agitator, air regulator and necessary valves and connections—was mounted on a cover designed to fit the top of a 30-gal drum. It can also be adapted to a 55-gal drum. All the equipment, plus hoses and spray guns, was carried on a dolly for portability. Air for the spray guns, pump and paint agitator was provided by a LeRoi Tractair.

"By using the low-pressure spray equipment, painting the seven platforms took a little over four months to complete," said Mr. Olson. "Compare that with the estimated one month it would have taken to do each platform by hand brushing."

WORKING from 10-ft movable scaffolds, painters spray aluminum paint on train-shed ceiling and columns.

Current Publications

FROM THE MANUFACTURERS

MILLIONS ON THE MOVE. Sound, color, 16mm. 27 min. More Power to America Program, General Electric Company, Dept. RA, Schenectady 5, N.Y. Free for group or organization showings.

"Will traffic congestion strangle our cities?" That question and its answers are the subject of the latest full-color film in the "More Power to America" series. "No" is the film's decisive answer.

Coordinated metropolitan transportation for fast, efficient movement of people can halt metropolitan strangulation. By planning and working together for coordinated transportation, businessmen, home owners, employees and employers and, indeed, all citizens can avoid the high cost of traffic congestion.

The movie shows what urban traffic today is, and how it got that way. As remedies it shows how separate rights-of-way permit public transportation to be truly rapid, how outlying parking areas and feeder buses keep cars out of congested areas, how commuter railroads with existing rights-of-way should be coordinated with the overall metropolitan transportation network.

It points out that transportation planning must be an integral part of overall city planning, that the public must be made aware that public transportation requires public support, and that it is in the self interest of the cities to support legislation and public financial aid designed to provide sound metropolitan transportation.

With each print of the film is included a kit of posters, suggested news releases, mailing pieces and other material that can be used to promote the film. For groups having wider use for the film than single showings, a complete film kit including a print of the film can be purchased from G.E.

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PACKAGED LUMBER AND INTERLACE LOAD SECUREMENT. Illustrated. Acme Steel Company, 135th street and Perry avenue, Chicago 27, Ill.

Acme Steel's booklet describes a simplified method of packaging and shipping lumber by freight car and cites the advantages, including faster loading and unloading, faster and more reliable delivery, reduced handling costs and greater safety to personnel.

BOOKS

IMPROVED MOTIVE POWER UTILIZATION. 163 pages, illustrations, charts, drawings. Railway Systems and Procedures Association, 357 Union Station, Washington 2, D.C. $5.

Improved motive power utilization was the subject for discussion at the 1957 fall meeting of the RSPA. The papers presented, some of which have been reported in Railway Age, are included in this volume of Proceedings.

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PUBLIC TRANSPORTATION FOR NEW ENGLAND. New England Governors' Committee on Public Transportation, 1137 Statler Office Bldg., Boston 16.

This book brings together in one volume the series of 10 reports to the New England Governors' Conference by the New England Governors' Committee on Public Transportation. Issued during the period March 1955 to November 1957, they included an interim report on New England's public interest in the B&M-NH relationships; reports on the relationship of the New England economy to the national transportation policy, the St. Lawrence Seaway, local public transportation, intercity bus transportation, motor freight transport, and air transportation; a railroad policy for New England; water transportation policy for New England; New England highway and rail freight rates; and public transportation for New England.

Reading Celebrates 125th Birthday

To mark the 125th anniversary of the chartering of the Reading Railroad, a special rubber stamp cachet was mailed on envelopes to thousands of persons in the U.S. and abroad. Envelopes were postmarked Reading, Pa., which gave the company its name. First cachet was affixed to letter of congratulations (*above*) from Reading Mayor Daniel F. McDevitt to Joseph A. Fisher, president of the company. Pictured, left to right, are Arthur N. Jewell, general manager of the company; J. William Moyer, president of the Reading Stamp Collectors Club; Congressman George M. Rhodes of Reading; and Postmaster Harold Schildt of the Reading Post Office.

•

RAILROADS IN ALABAMA POLITICS, 1875-1914, by James F. Doster. 273 pages, maps. University of Alabama Press, University, Ala. Clothbound, $5; paper-bound, $4.

This study deals with relations between railroads and the government of Alabama, the focus being upon the years after 1900, and the Comer movement for state control of railroad rates. Braxton B. Comer was elected governor in 1906 upon a platform demanding stringent regulation of railroad corporations and reduction of their local freight rates. Opposing Comer was Milton Hannibal Smith, president of the Louisville & Nashville. The state adopted laws to reduce local railroad rates, and numerous railroads, claiming their property was being confiscated, appealed to Judge Thomas Goode Jones who granted temporary injunctions and was accused of being a railroad partisan. Governor Comer then made threats of harassing the railroads, and most of them yielded to the state. Five, led by Smith and the L&N, held out. To coerce them, the legislature adopted a drastic code of laws and again Judge Jones interposed federal injunctions. The contest lasted until 1914 and violently disturbed the state's politics.

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ON THE OLD LINES, by Peter Allen. 187 pages, illustrations. Cleaver-Hume Press Ltd., 31 Wright's Lane, Kensington, London W. 8. 25/.

Mr. Allen, as a director of Imperial Chemical Industries, is required by his business to travel. Since World War II he has logged a quarter of a million miles in visiting 58 countries. As a fancier of railroads, particularly those using steam motive power, he has taken advantage of his travels to see and photograph out-of-the-way rail operations in every corner of the earth.

This book is a kind of personal album of things that have interested him. The text forms the commentary on the pictures. The locomotives that interest Mr. Allen are mostly small—by American standards, at least—and picturesque. A Spanish 0-6-0, for example, appears slightly smaller than the four-wheel box it is hauling.

On another page, a South Australian 5-ft 3-in.-gage 4-8-4 has the same shark-nosed lines as the PRR T-1 class. All told, the photographs help prove the author's point: railroads are a fascinating business wherever you go.

"TWIN STAR" PERFORMANCE-

WITH THE NEW PEERLESS T-1 DRAFT GEAR

The Draft Gear featuring twin arrangement of parts for better uniformity of operation, making possible high capacity and low terminal forces, assuring greater dependability in service.

PEERLESS EQUIPMENT

Division of Poor and Company

332 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS

Can the 'Bold Proposal' Work?

Illinois

To the Editor:

The May 19 issue of Railway Age stirs my imagination with its bold proposal for railroad passenger transportation. . .

Railroad brotherhoods directly concerned in the handling of a passenger train . . . here is a proposition! You men of various unions take upon yourselves the formation of a committee to man and to establish the fare for an experimental passenger schedule. Let's select Chicago to the Twin Cities; Chicago to Cleveland or Detroit; Chicago to the Tri-Cities (Moline-Rock Island-Davenport). Let your committee handle the publicity. Here is an idea to start:

"Railroad unions want to show you that riding the train is the best, the cheapest, and the safest way to get to your destination. We ourselves have set up this experimental schedule and service to win your approval. Railroad labor is going to show you it means what it says. Here is a train without frills, operated at minimum crew expense, but with every essential for your comfort and on-time performance."

How would the railroad managements steer such an enterprising dream? They would supply the labor committee with cost figures—real figures—no proportion of the cost of a towerman, who would be employed anyway, or the cost of a switchtender who devotes a portion of his time to passenger trains, or the trackman who cleans snow from switches. Make the cost figures factual. Show what the estimated earnings would have to be to make a passenger train pay all of its out-of-pocket costs.

Let the brotherhood committee have all the management cooperation it needs, and let it figure out how crew and service expense need be trimmed. Maybe the conductor would concede to working seven hours, with an hour out for meals. Maybe other crew members might forego constructive time or mileage payments. All concerned could make it clear that the trip would simply be an experiment that could be "killed" at will. Maybe the brotherhoods could see that the experiment could be worthwhile and enhance their union standing.

[*The writer of this letter, who prefers to remain anonymous, holds a high executive position on a large railroad.—Editor*]

Clever Propaganda?

Battle Creek, Mich.

To the Editor:

I have just completed reading your issue of March 24 and have carefully studied your article captioned "The Trap." I still am in doubt as to whether your article is a clever piece of propaganda or just a plain demonstration of the dumbest kind I have ever seen.

You compare a long-haul bus driver as doing 200 miles for the same pay as a locomotive engineer gets for 100 miles. Good grief! That is just like comparing one of your barge skippers to the captain of the "United States." Is that all the intelligence you have in your head, comparing a man who handles a bus, worth about $25,000, with a man who is responsible for . . . a train of equipment that could easily run into $2,000,000 . . . .

Figure out the revenue produced by 6,000 tons of freight for 100 miles, that is being about the minimum tonnage for trains now. Then figure out the percentage of that revenue that is paid to the engineer. Then crawl into the hole with your RED FACE. . . .

There are minor officials (10¢ kind) who make it a hobby to throw their authority around and will often boast that they will do as they d--- well please and don't care how many tickets are charged against them. That is the kind of animal that caused these agreements to be made . . . .

Why don't you publish an article on the amount of railroad money that goes into education through the various state school funds; then also show how much the taxpayer is being soaked to provide facilities for the air lines who have never even paid their way. Then show how much the highway users and air lines pay to the school funds in the various states . . . .

I like your magazine and have taken it for some time, but please stay in your proper depth.

Walter Bannister

[*Mr. Bannister's letter is the only critical one we've received on our article, "The Trap." And there have been scores of them.*

We've observed drivers of big trucks and buses, as well as locomotives—and certainly the locomotive job doesn't require any more alertness than the others. The engineer's job is important. It deserves good pay—but not necessarily two or more days' pay for one day's work.

The value of equipment is no measure of the skill required of the operator. Certainly, the trailing load is no gage of the value of the engineer's service. If it were, the man in the cab of a light locomotive would be paid nothing.—Editor]

Get a Drum!

To the Editor:

By all means "Drop the Flute and Get a Trombone" (RA, May 12)—not only that, but the biggest and loudest drum you can find. Use them to put life, and interest, and punch into the railroad message to America.

Use full page ads so that the railroad message doesn't have to compete with the lowest prices from the supermarket.

Use words sparingly—in direct, punchy, pithy, easily remembered phrases. Because an ad is costly it doesn't mean that in order to secure maximum value the page has to be filled with fine print—a concept which most railroad advertising seems to have followed.

Forget the assumption that most of the people are seriously interested in the plight of the railroads—they aren't. They may like railroads but they are interested in their own plight.

So tie the plight of the railroads to that of the citizen, with the greatest emphasis upon the citizen.

The railroad industry of all industries has a terrific potential for friends—no other mode of transportation or type of industry has so many fan clubs, model societies, riding societies, organizations, and associations devoted to varying facets of the industry as has the railroad industry. People belong because they enjoy, have fun with, and genuinely like railroads. This dynamic potential is for the greater part untapped, yet it offers a great source of reference for the transportation education of millions.

The greater number of these members have no axe to grind; they neither work for nor own railroads—they just like railroads. Their impact should be little short of startling.

John Whitfield
Swissvale, Pa.

FOR NEW ENGINE PERFORMANCE AND RELIABILITY...

Insist on genuine

FAIRBANKS-MORSE O-P DIESEL REPLACEMENT PARTS

Replacement parts or accessories...you *know* they're right because they are made specifically for your Fairbanks-Morse O-P diesel. They are your guarantee of new engine performance.

F-M quality and precision backs up each part and accessory

In the photo above a tiny screw thread is magnified and projected upon a calibrated screen. Any dimensional errors are immediately detected by this process. It's an example of the painstaking quality control and maximum precision built into every F-M part. It's one of the reasons why it pays to insist on genuine Fairbanks-Morse replacement parts and accessories.

So when it is time for repairs, use parts that are built to the same high standards and are made of the same top-quality materials as the original parts. Use only genuine Fairbanks-Morse replacement parts.

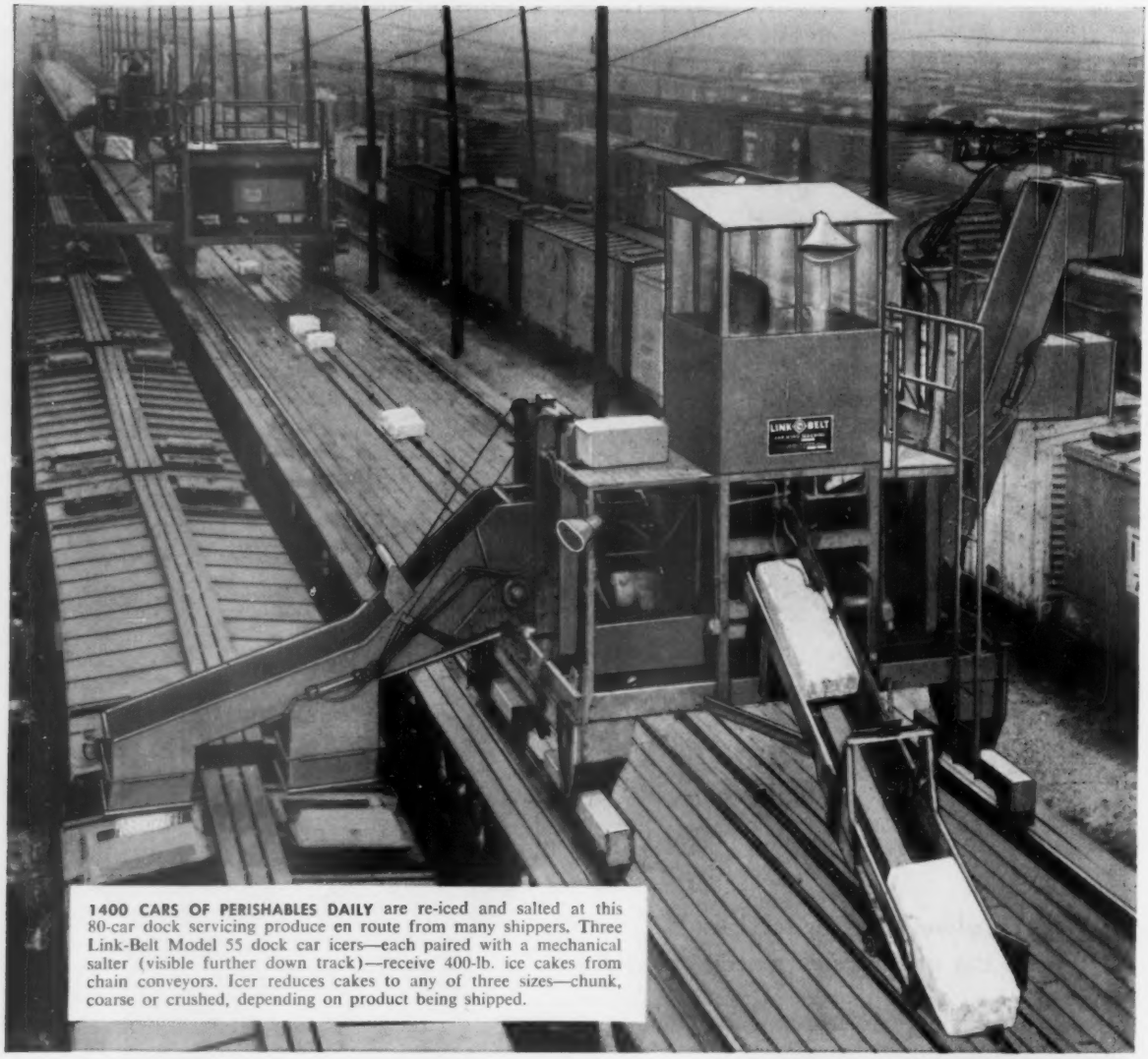
Fairbanks, Morse & Co., 600 So. Michigan Ave., Chicago 5, Illinois.

FAIRBANKS-MORSE

a name worth remembering when you want the BEST

DIESEL LOCOMOTIVES AND ENGINES • MOTOR CARS AND RAILROAD EQUIPMENT • ELECTRIC MOTORS • GENERATORS • PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAND LAMPS

"Filling station" for refrigerator cars



1400 CARS OF PERISHABLES DAILY are re-iced and salted at this 80-car dock servicing produce en route from many shippers. Three Link-Belt Model 55 dock car icers—each paired with a mechanical salter (visible further down track)—receive 400-lb. ice cakes from chain conveyors. Icer reduces cakes to any of three sizes—chunk, coarse or crushed, depending on product being shipped.

Link-Belt dock-type car icer speeds icing on existing docks, needs just one operator

RAILROADS concerned with maintaining time-freight schedules . . . shippers and growers striving to "make the market" on time—everyone connected with shipping perishables benefits from the new Link-Belt dock-type car icer. It quickly re-ices the shipment en route . . . assures arrival of perishables in ideal condition. Designed for easy installation on most existing docks, this machine services cars of all heights, needs only one man at the controls. For details, write for Folder 2643 to LINK-BELT COMPANY, Dept. AV, Prudential Plaza, Chicago 1, Ill.

LINK-BELT

14.900

LINK-BELT COMPANY: Executive Offices, Prudential Plaza, Chicago 1. To Serve Industry There Are Link-Belt Plants and Sales Offices in All Principal Cities. Export Office, New York 7; Australia, Marrickville (Sydney); Brazil, Sao Paulo; Canada, Scarboro (Toronto 13); South Africa, Springs. Representatives Throughout the World.

FRESH-PICKED PERFECTION of produce is safeguarded from farm to market by speed and effectiveness of Link-Belt icing and salting equipment—part of a complete line of conveying and power transmission products.

This Month

OPERATIONS RESEARCH is moving into industrial traffic management to help determine most economical routing of shipments.

—Railway Freight Traffic

•

SORTING MACHINE for released track materials has been developed by the Erie. The conveyor-equipped device permits easy sorting of reusable track items. Scrap material, i.e. items not fit for reuse, are sold at premium prices.

—Railway Purchases & Stores

•

TRAINS CLEAR THE MAINLINE promptly when entering Potomac yard on the RF&P. It's done with remotely controlled, non-interlocked switches and special aspects on yard track indicators. Use of radio to coordinate train crew's actions puts reefer trains into ice dock without delay.

—Railway Signaling & Communications

•

FIBERGLAS - REINFORCED plastic banding for traction motor armatures is assuming new importance in maintaining and rebuilding diesel locomotives.

—Railway Locomotives & Cars

•

TIE RENEWALS are being mechanized on many railroads. Problem is to decide on the equipment and organization best suited to particular conditions.

—Railway Track & Structures

•

DOWNING JENKS, Rock Island president, puts the "spotlight on purchasing." Purchasing men should be alert to recognize new developments, must keep abreast of current research, he points out.

—Railway Purchases & Stores

•

AUTOMATING DATA transmission was the general theme of the Communications Section annual convention in Kansas City. Detailed coverage tells about transceiver operation on the NP, new technique at automatic switching centers for printing telegraph and the G-line, and a new wire for transmission of wide-band communications.

—Railway Signaling & Communications

•

MECHANICAL REFRIGERATOR car fleets are expanding. The current building program of Pacific Fruit Express is adding 1,000 additional units now.

—Railway Locomotives & Cars

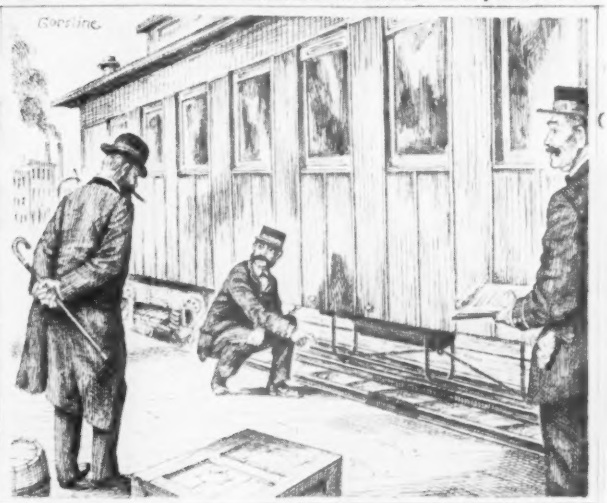
•

ALL-WELDED STEEL BRIDGES are used extensively in the highway field, but very few have been constructed by United States railroads. Barriers to their use in railway service are shown to be more psychological than real.

—Railway Track & Structures

ERIE

FEBRUARY 20, 1885



NEW TELEGRAPH EMPLOYS ELECTRICAL NUISANCE

NEW YORK, Feb. 20, 1885 — The phenomenon called *induction*, which has been, and indeed is now, a great annoyance in the working of telegraph and telephone lines, is being put to practical use by an imaginative device called the Phelps Induction Telegraph. An instance will, perhaps, better illustrate the nature of this phenomenon.

A gentleman attempting to use his private telephone one morning was astonished to hear the word "Hello, Chicago", and a long subsequent conversation carried on between Chicago and Jersey City. This was possible, not because his instrument was in any way connected with the primary circuit, but simply through an induced current which was set up in another telephone wire which chanced to be about 7 ft. away.

Thus, the Phelps device, (an external [illegible] is s[illegible]

From the above "imaginative device" to the modern miracle of closed-circuit television, American railroads are quick to adopt proven innovations for more efficient operation. And from its infancy, Graybar has always kept its stock and services in tune with the newest developments in railroad communications. Wire and cables . . . carrier telephone and telegraph equipment . . . closed-circuit television, . . . sound systems of all types, each of the thousands of items needed by modern railroads can be supplied through more than 130 conveniently located Graybar offices and warehouses. And you can rely on the same experienced Graybar service in the fields of lighting, ventilation, power apparatus, control equipment and tools. Check your Railroad Pocket list for the address of your nearby Graybar representative. Call him whenever you need assistance.

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ONLY TWO DAYS TO PUT UP...

C&O'S NEW PRESTRESSED CONCRETE TOWER

Chesapeake and Ohio built this retarder tower with precast, prestressed concrete. A foreman and 4 men with a 25-ton crane put it up without interfering with track operations.

This structure will stay modern looking and last for many years, even under corrosive yard conditions. And except for washing the windows there's practically no maintenance! All conduits for the service leads were cast right in the pylon slabs. This tower is another example of how progressive railroads are using concrete to build for economy . . . for durability . . . for efficient operation.

PORTLAND CEMENT ASSOCIATION
A national organization to improve and extend the uses of concrete

FOR STRUCTURES... MODERN concrete

MARKET OUTLOOK *at a glance*

Freight Carloadings

Loadings of revenue freight in the week ended May 24 were not available as this issue of Railway Age went to press.

Loadings of revenue freight for the week ended May 17 totaled 560,765 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 17

District	1958	1957	1956
Eastern	85,915	114,266	124,160
Allegheny	96,819	141,757	155,564
Pocahontas	43,983	64,102	63,354
Southern	105,211	122,748	132,445
Northwestern	75,301	115,743	125,730
Central Western	105,835	111,281	119,111
Southwestern	47,701	52,247	58,633
Total Western Districts	228,837	279,271	303,474
Total All Roads	560,765	722,144	778,997
Commodities:			
Grain and grain products	44,457	47,911	50,082
Livestock	5,271	5,643	6,090
Coal	98,596	132,715	134,430
Coke	5,434	11,114	13,373
Forest Products	34,706	39,737	46,720
Ore	30,928	80,570	85,561
Merchandise l.c.l.	44,751	54,860	60,217
Miscellaneous	296,622	349,594	382,524
May 17	560,765	722,144	778,997
May 10	535,204	723,317	777,606
May 3	533,004	718,986	770,558
April 26	533,724	690,789	779,977
April 19	534,475	686,950	763,437
Cumulative total, 20 weeks	10,709,052	13,487,352	14,278,209

IN CANADA—Carloadings for the seven-day period ended May 14 totaled 74,986 cars, compared with 80,216 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 14, 1958	74,986	27,234
May 14, 1957	81,883	32,500
Cumulative Totals:		
May 14, 1958	1,276,516	548,414
May 14, 1957	1,381,996	632,424

New Equipment

FREIGHT-TRAIN CARS

► *Northern Pacific.*—The Trane Company will provide complete refrigeration systems for 25 dual purpose cars which Pacific Car and Foundry is building for the NP (RA, April 28, p. 31). The 10-ton Trane systems will hold temperatures anywhere from zero to 70 degrees, permitting the cars to carry both frozen and perishable food commodities.

► *Santa Fe.*—Ordered 100 50-ft 6-in DF box cars from its Topeka shop.

SPECIAL

► *Portugal to Spend $45.5 Million.*—Portugal plans to invest $45.5 million in railway improvements between 1959 and 1964. Here's where the money will go: $5.25 million for broad gage diesel locomotives from 800 to 1,600-hp and narrow gage diesels from 800 to 1,000-hp; $28 million for electrification of the present Lisbon-Oporto line; $5.6 million for re-equipping workshops and purchase of signaling devices and telecommunication equipment; $6.65 million for roadbed and bridge improvement.

New Facilities

► *Canadian National.*—Construction of a 52-mile branch line between Optic and Chisel Lakes in northern Manitoba was due to begin June 2. Contract for clearing, grubbing, grading, and installation of culverts and timber bridges has gone to the Mannix Company, Ltd., of Calgary. The railway's own forces will lay the track and ballast the line. New branch line will be the third built by CNR in northern Manitoba during the last six years.

► *Missouri Pacific.*—Construction program includes the following items not previously announced in connection with the building of a retarder yard at Kansas City, Mo.: Installation of tracks and ballasting, estimated cost $2,993,000; installation of signal facilities, $1,314,000; construction of yard office and tower, $170,800; and construction of utility lines for yard office, $30,000. Other projects include reconstruction of some 12 bridges at various points at a total estimated cost of $947,860; installation of six additional dolphins for tying up barges at Ford, Ill., $65,000; construction of lean-to and rearranging of diesel servicing facilities at Kansas City, Mo., $131,215; purchase of right-of-way for grade revision between Kenneth and Paola, Kan., $157,000; signal and track changes in yard at Osawatomie, Kan., $146,000; and CTC and interlocking revisions at Coffeyville Yard and South Coffeyville, Kan., $69,425.

► *Rock Island.*—Recent major projects, with completion dates, include: Construction of 40- by 100-ft prefabricated steel mill building for wood adzing and boring machinery at Tie Plant, Ark. (April); remodeling and lengthening deck girder bridge, Louisville, Neb. (April); replacement of timber bridge with steel beam spans and bents, Kingfisher, Okla. (April); installation of automatic protection at 13 street crossings, Davenport, Iowa (April); yard improvements, Biddle, Ark. (April); yard revisions and relocation of repair facilities, Oklahoma City, Okla. (May); relocation of 10 miles of main track near Air Force base, Amarillo, Tex. (July); replacement of highway bridge over yard, East Des Moines, Iowa (September); new 10.6-mile branch line between Earlham and Winterset, Iowa (expected to be in service in September).

a RAILWAY AGE time-saver page

Grain Traffic: A Bumper Year?

Western farmers may have one answer to the recession — bumper crops, particularly in wheat. Western railroad traffic officers are hoping (1) that the forecasts will be accurate, and (2) that the heavy crop yield will be reflected in heavy rail movements.

At present, most optimism is of the guarded variety. But the Katy, for one, is expecting a wheat crop better than any in the past 10 years. And throughout the Southwest, Plains states and Northwest, the prediction generally is for a harvest at least as good as in 1957 — and probably better.

The U. S. Department of Agriculture has joined in the optimism. Winter wheat prospects, the department notes, are the best ever—a one-billion-plus bushel harvest may be in the offing, weather permitting. Such a harvest would be the third largest on record and some 43% larger than the yield last year.

USDA estimates also indicated a 24-bushel yield-per-harvested-acre, compared to a 22.4-bushel figure in 1957. No forecast was made on spring wheat, but a crop of almost a quarter-billion bushels is believed possible.

What's in prospect, state-by-state? Here are the latest available estimates, as an example, from Rock Island territory:

State	1958 Estimate	1957 Crop
Kansas	207,898,000	100,111,000
Nebraska	88,675,000	78,597,000
Oklahoma	76,330,000	40,000,000
Colorado	64,020,000	32,732,000

Rock Island traffic men cite the estimates with one eye cocked to the weather forecasts. Katy does likewise. Experience has proved that there's many a slip between the May 1 forecast and the solid train of grain-laden boxcars. If things go as scheduled, Katy can look forward to grain movement revenues of $3,000,000 to $4,000,000 above normal, from the best wheat crop in recent years. But Katy had similar prospects last year, when it seemed as if a long period of drought was ending. The drought ended—and the crop went with it in the heavy storms that followed.

Thus far, however, storm damage has been scattered and light in the Southwest and Plains states. And with the start of harvest only a few weeks away in the southernmost areas, the outlook is all good.

Farther north, predictions are only a little less rosy. Burlington reports all small grains and sugar beets in fine shape — and the road has been participating in a movement of old grain out of local and terminal storage (some 8,000 cars in the first quarter of 1958).

Chicago & North Western is looking forward to continued heavy movements of grain; moisture conditions and the condition of the crop now all indicate a good harvest.

Santa Fe is assembling cars for the late-May movement out of Oklahoma and Texas; Santa Fe also agrees that the outlook is for a crop superior to that of 1957.

Milwaukee, Minneapolis & St. Louis and Northern Pacific can also be counted among the optimistic.

Great Northern is happy about the crop outlook—but its comments are tempered somewhat by storage factors.

In GN territory, the road notes, "there is more grain stored in country elevators and on farms than there was a year ago. With a prospective fine crop coming on in the Southwest much sooner than in the North, there is reason for apprehension that unless the Commodity Credit Corporation begins an immediate movement from the region, the tight storage situation here will be further complicated by plugged terminals, thanks to prospective fine crops elsewhere."

As for the harvest itself, however, GN reports indicate that "there is not a crop from the head of the Great Lakes to Washington and California that does not at this time look like something for the record book."

Northern Prospects Good

Crop prospects in northern areas, it's indicated, will probably at least match 1957 results generally. NP, for example, notes that in its eastern territory acreage devoted to flax and durum wheat will be down from 1957—but the decline will be offset by increases in winter and spring wheat and barley. In western territory, winter and spring wheat acreage is esimated at about 4% above 1957 levels, although it may be about 26% under the average for the past 10 years.

Weather conditions have been good — but the optimism is guarded by a reminder that lack of all-important May and June rainfall can still derail the forecasts.

Generally speaking, most western roads aren't looking for trouble on the equipment front. In the southern states where the wheat harvest will begin, the assembling of cars is under way. Santa Fe, for one, is expecting to have some 4,000 box cars in use during the movement; Katy is marshalling about 3,000 cars for its part of the traffic.

Granted a continuation of fair weather patterns, a good harvest, a good movement of old and new grain and beneficial results from proposed rate reductions on coarse grains, this could be an excellent year for the grain traffic.

M&StL Paint Job —No Fuss, No Muss

Take an ordinary garden hose with water pressure built up, then punch a small hole in the hose. You get a fine, steady stream. The Minneapolis & St. Louis likens the hose bit to the operation of its new paint system—a system which eliminates mixing, produces no overspray and saves the railroad about 30% of the cost of painting freight cars. The device is "hydraspray," a product of the Gray Company, Minneapolis. M&StL purchased a 55-gallon type for car painting and a 10-gallon type for stenciling. With hydraspray, the car gets a coating of 3 to 3½ dry mills thickness with one coat of standard car enamel. M&StL finds the coating equivalent to or better than coverage obtained with the conventional two coats. In operation, pressure is built in the spray hose by a pump; there is only one hose attachment to the spray gun. Because air pressure is not used to atomize the paint, M&StL says, there's no overspray. Because no thinner is required, nothing goes on the car but paint—and the whole process is faster since mixing isn't involved. M&StL tested the machine at its Cedar Lake yards; the equipment will be installed in the road's new Marshalltown, Iowa, shops.

These Cartons, Which Were Loaded at Pittsburgh . . . Arrived in Los Angeles in Topnotch Condition

Compartmentizer Test Successful

In April, some 91,000 pounds of canned Heinz food products were loaded into an insulated, Compartmentizer-equipped Cotton Belt box car at Pittsburgh. The car's destination was Los Angeles and a special siding at the Western Material Handling Show. Object of the trip: to determine just how well Pullman-Standard's Compartmentizer gates can protect a fragile load.

When the show began last month, the car was spotted and opened. Inspectors from Heinz, Pullman-Standard and the show found no damaged cartons or dented cans. The car, its doorway area cleared, was displayed publicly exactly as it arrived.

In moving from Pittsburgh to Los Angeles the car was handled—without special treatment—for 3,105 miles by Baltimore & Ohio, Alton & Southern, Cotton Belt, Southern Pacific and Santa Fe.

Shown inspecting the car in Los Angeles are E. L. Grauer, regional manager for Heinz; Jack Lee, producer of the show; and S. C. Nelson of Pullman-Standard.

New Haven, N.Y. Central Negotiate Realty Deals

Two more big real estate deals involving railroads have been announced in the New York area.

A 24-level, $41-million urban shopping center—to be known as Westchester Terminal Plaza—will straddle the New Haven's main line in downtown New Rochelle, N. Y. The developers acquired the old New Haven freight terminal and secured air rights over New Haven tracks to carry out the project.

A $4,000,000 motel—the world's largest and the first on Manhattan Island—will be erected over New York Central tracks between West 40th and 44th streets in New York City. This represents "an entirely new concept for the utilization of railroad property and marks another step in the Central's existing program for the redevelopment of its Manhattan realty holdings," says NYC Director of Real Estate James O. Boisi.

Earlier, plans were announced for building a $100-million skyscraper on rail-owned property behind Manhattan's Grand Central Terminal (RA, May 12, p. 10). Grand Central City will return a $1,000,000-a-year rental to owners of the site.

Port Authority Offered Trains

David I. Mackie last week challenged the Port of New York Authority to take over—and run—New York commuter trains on an emergency, stopgap basis.

The Port Authority operates air, bus and truck terminals serving New York.

Mr. Mackie, chairman of the Eastern Railroads Presidents Conference, suggested that Port Authority responsibility for operating commuter trains continue "until some governmental body provides a permanent solution."

The Port Authority's immunity from conventional taxes, he declared, would be a major stride toward erasing railroad commuter deficits.

He charged that the Port Authority has contributed to New York's traffic snarl by providing facilities that have brought about a "problem of vehicular strangulation." At the same time, he said, the Port Authority has skimmed off the cream of commuter traffic.

"During all this period," added Mr. Mackie, "the railroads, the one facility at hand which could alleviate vehicular strangulation, are being led to the gallows by government. It prescribes the services we must provide, the rates we may charge and the taxes we must pay.

"The highest taxes are paid on passenger facilities used in suburban service which produces huge deficits. For example, the New York Central operates Grand Central Terminal largely for the benefit of commuters. But on the first five and a half miles of its track out of Grand Central—to Mott Haven Junction in the Bronx—annual taxes amount to $6,200,000. This is more than 17 per cent of total franchise and property taxes assessed against the entire 10,700-mile New York Central System. The City of New York annually exacts $9,700,000 in taxes on Pennsylvania Station and Grand Central Terminal and supporting yards—facilities built and maintained by the railroads—devoted to deficit passenger service.

"By contrast, the Port of New York Authority pays the City of New York only $450,000 a year for rental of LaGuardia and Idlewild International airports. On the basis of local assessment rolls these two facilities would, if privately operated, be required to pay taxes to the City of New York approximating $7,258,000 annually."

Railroader's Report from Russia—1

From Leningrad, Railway Age Publisher Robert G. Lewis reports on the first leg of his journey through the Soviet Union. Further reports on "a railroader's holiday" behind the Iron Curtain will appear in subsequent issues. The following letter was written on May Day.

"This is May 1, Russia's top holiday. It is my second full day in the USSR. I have not been able to contact any railroad men because yesterday they had a half day for the eve of May 1, and today all business is closed. The celebration continues tomorrow and the next day.

"Leningrad's subway, opened in 1955, is not only an efficient transportation line, but a work of art, too. Each of the eight stations along the seven-mile route is decorated with a different motif. The one for Pushkin, the great Russian poet, is outstanding. The subway is very deep and has the longest escalators I have ever seen. It takes 2 min. 30 sec. for the ride from the platform to the street. The cars are very modern, and were built, I am told, in Riga. They are made up in three-car units, seating 240 each. Like all good subways, there is plenty of standing room too.

"The line is being extended to the Finland Railway station, a mile and a half, including a tunnel under the broad, deep Neva. The Finland railway station celebrated as the point of return of Lenin from his exile in 1917, is being rebuilt. The subway extension and the new, modern station, are scheduled to open in June.

Antiques are Exceptions

"After my interpreter-guide left, I took a long street-car ride on my own, and found the shop where the multiple-unit cars are maintained. There are many nearly new, and some brand new, handsome MU cars. With the 5-ft gauge and generous track centers—15-ft at least—they are able to build very wide equipment. MU trains, usually nine cars in length made up of three 3-unit sets, passed frequently. One steam train with an ancient 2-6-2 and 10 4-wheel passenger cars also went by. The antiques are the exception, however. Most equipment is post-war. A long freight went through with an 0-10-0 at the head end, apparently on a transfer run. Most of the cars were open-tops, with crated ladings, probably machinery.

"I have just boarded the 'Red Arrow,' crack flyer of the Soviet Railways. It's made up with an RPO car and 11 sleepers, all blue (other Russian equipment is green), powered by two impressive diesel units, each 0-6-6-0 wheel arrangement.

"The 'Arrow' is one of seven night trains between Leningrad and Moscow, and the only all-sleeper train. It is filling up with well-dressed travellers and nothing about the scene is too different from any big American station where night trains are loading, unless it's the bigger number of passengers.

As the Crow Flies

"The line to Moscow is called the October Railway. Tsar Nicholas I ordered it built by laying a ruler on the map between the two cities. The engineers were required to report to the Tsar personally any deviations that were essential, so the 404-mile line is almost as short as the crow could make it. The 'Arrow' leaves at 11:55 p.m., arriving Moscow at 9:20 a.m., a modest average of only about 43 mph with only two intermediate stops.

"Socialism includes sharing your bedroom (first to arrive gets the lower), so I'm hoping to draw a pleasant roommate, and that he, or she, doesn't snore.

"P.S. Driving along the Neva, we passed a new submarine on display for the holiday. With tongue in cheek, I asked my guide if I could take a picture. Of course, he said, and had the driver stop where I could get the best view."

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Rutland Railway Offers Split Delivery Service

The Rutland Railway is inaugurating "Speed-Save Service" for shippers who want to get their products into northeastern markets faster and at less cost.

"We are the first railroad to offer split delivery in the northeast," says Guy Larrabee, Rutland vice-president—sales and service. "We're giving shippers an opportunity to combine small-lot shipments into carloads directed to Rtuland, Vt. We will forward these shipments to consignees throughout the northeast at low local rates. Speed and savings are the vital advantages."

Under the new plan, the shipper combines his small-lot shipments to all the northeast into a carload destined for Rutland. He supplies bills-of-lading for each consignee's shipment beyond that point, specifying carrier, and, if collect, how he wants the charges pro-rated. The Rutland Railway unloads, segregates, delivers or forwards as the shipper directs.

Spud Growers Get Incentive Rates to Ship Bigger Loads

Central and southern California potato growers found last week that their freight rates had come down—if they loaded more spuds into each car.

Santa Fe and Southern Pacific put into effect May 31 a new reduced scale of rates on heavy shipments of potatoes. The new rates, which apply to points west of a north-south line connecting Chicago, Memphis and New Orleans, are lower by 8 cents per hundred pounds on 40,000-pound shipments; 13 cents on 43,000 pounds; and 21 cents on 50,000 pounds.

The reduced rates were designed to give shippers an incentive to load each car heavier and thus increase rail per-car earnings.

Illinois Terminal May End Passenger Operations June 22

Illinois Terminal rail and bus passenger service may come to an end June 22. And the Illinois Commerce Commission has granted a certificate of public convenience and necessity to Community Coach Company to operate buses over the area now served by IT. The commission order directs Community to begin operation when IT discontinues, but in no event later than June 22.

The commission also noted that IT's certificate to operate passenger service between Granite City, Ill., Madison and Venice, and between those cities and East St. Louis, Ill., are cancelled as of the date the road discontinues the service.

IT passenger losses, one officer indicated, have been running about $150,000.

The company's rail passenger equipment includes four older cars, probably headed for scrapping; and eight PCC cars which may find a buyer.

Icing Machine Speeds Perishable Traffic

Refrigerator cars aren't switched to an icing dock at Eugene, Ore.—the "dock" comes to the cars. The device is a self-propelled icing unit, operating on standard gage track, which was put into use by Pacific Fruit Express in April. Ice is moved by conveyor to a crusher and from there to the bunker. Southern Pacific says the machine saves four hours on every perishable train moving between Roseville and Portland.

Boston Faces Commuter Crisis

After years of heavy losses on Old Colony commuter service, the New Haven is in the process of closing the Boston line.

Significance of the action is that the New Haven has the right to drop the service without permission of the ICC, the Massachusetts Public Utilities Commission or anyone else. This right was granted in 1947 by the federal court that reorganized the line after bankruptcy.

The court order made permission to drop Old Colony service contingent on losses. If losses during a 12-month period exceeded $850,000 at any time in the first two years after reorganization, the service could be dropped. Actual losses have been much higher than this figure every year since 1948. In 1957 Old Colony losses came to $2,400,000.

Old Colony service runs from Boston to Massachusetts' South Shore and Cape Cod, carries about 10,000 commuters a day between Boston and 36 smaller cities and towns. Present alternative public transit can absorb about 10 per cent of Old Colony commuters.

As the Quincy Patriot Ledger prophesied, the whole South Shore is "facing a traffic jam of unimaginable proportions."

The traffic jam in Boston, if service ends as planned, may well be a sharp warning of what is in store for the rest of the country. The main difference between New Haven's Old Colony and any other commuter service in the country is that the New Haven has the right other lines are seeking—to abandon commuter service that has to be paid for out of revenue from other sources.

Still unsettled at Railway Age presstime was the outcome of efforts to keep the service running.

Gov. Furcolo of Massachusetts and the Greater Boston Chamber of Commerce, among others, were working on a tax-aid plan that would be acceptable both to the railroads and to the cities and towns that would pay the bill.

Complicating the problem, Massachusetts Atty. Gen. Fingold sought in federal court to have the injunction obtained by the railroad on May 13 set aside. This injunction restrained the Commonwealth of Massachusetts from interfering with the New Haven's action in ending service. Hearings were completed in Federal court on May 27 and a decision was expected before the scheduled date of closing the line. A decision against the railroad could conceivably keep the line running temporarily. Meanwhile, Boston prepared for the biggest traffic jam in its history.

Carroll F. Keeley
N&W

H. G. Rardin
N&W

J. V. Fagan
N&W

E. J. McCaffrey
CofG

People in the News

BOSTON & MAINE.—Clarence W. McElroy, assistant master mechanic, Boston, appointed master mechanic there, succeeding **Everett H. Burney,** now on sick leave.

BURLINGTON.—Arthur L. Hanson, general agent of mail, baggage and express traffic, Chicago, named assistant manager of mail, baggage and express traffic, Omaha, Neb., succeeding **Robert O. Wise,** retired. Mr. Hanson's successor is **Robert V. Jabens,** traveling mail, baggage and express agent, who in turn is replaced by **William M. Musselman,** city passenger agent, St. Louis.

CENTRAL OF GEORGIA.—E. J. McCaffrey, assistant freight traffic manager, rates, appointed freight traffic manager, succeeding **Allen W. Sanders,** who retired May 1. **E. E. Brown,** general freight agent, appointed assistant freight traffic manager. **A. D. Humphrey,** assistant general freight agent, named general freight agent. **C. J. Toshach,** commerce agent, appointed assistant general freight agent. **E. M. Cook** named assistant general freight agent; **J. D. Hinely** and **L. E. Ward** appointed assistants to general freight agent, all at Savannah.

T. Watson Cowan, assistant to superintendent of station operations, named superintendent of station operations, Savannah, succeeding **Charles Woods,** who retired April 30.

DENVER & RIO GRANDE WESTERN.—Bert E. Gregory, general passenger agent, Denver, appointed executive representative there.

Willett S. Moore, general agent, freight department, Denver, promoted to traffic manager, freight and passenger department, Denver district. **Andrew D. Cox,** district freight agent, Denver, appointed general agent, freight and passenger department. **Sam M. Spengler, Jr.,** secretary to the passenger traffic manager, named district freight and passenger agent.

FRISCO.— H. E. Rook appointed superintendent terminals, and **L. C. Carner** named terminal trainmaster, both at Springfield, Mo.

ILLINOIS CENTRAL.—R. W. Ellis appointed master mechanic, Centralia, Ill., to succeed **J. M. Jeffrey,** retired.

ILLINOIS NORTHERN.—C. R. Tucker, operating vice-president, Santa Fe, Chicago, elected director and president, IN, succeeding **G. H. Minchin,** retired. Mr. Tucker also elected director and vice-president, Chicago Produce Terminal Company, replacing Mr. Minchin.

LOUISVILLE & NASHVILLE.—Edwin S. Middleton, city passenger agent, New Orleans, appointed passenger traffic representative there, to succeed **C. L. Shumaker,** deceased. **Robert L. Hawkins** appointed district freight agent, Dallas, Tex., to succeed **Samuel W. Farrell,** who retired April 30.

NEW HAVEN.—P. S. Jones, general passenger agent, New Haven, Conn., appointed passenger traffic manager, Grand Central Terminal, New York. He succeeds **R. C. Stanley,** who retired June 1. **J. F. Davis, Jr.,** assistant general passenger agent, New York, succeeds Mr. Jones.

NORFOLK & WESTERN.—Carroll F. Keeley, freight traffic manager—rates and divisions, Roanoke, Va., appointed general freight traffic manager—rates and divisions, succeeding **Frank H. Pitman,** retired. **H. G. Rardin,** assistant freight traffic manager, succeeds Mr. Keeley.

J. V. Fagan, general eastern passenger agent, New York, appointed passenger traffic manager, Roanoke, Va., succeeding the late **Everett L. Repass. E. J. Goggin** and **R. K. Hubbard,** assistant general passenger agents, Roanoke, advanced to assistant passenger traffic managers and their former posts abolished.

NORFOLK SOUTHERN.—N. A. Bloxsom, assistant treasurer, Norfolk, elected treasurer there, succeeding **J. F. George,** who retired May 31. **C. C. Spencer,** assistant comptroller, also retired May 31.

PITTSBURGH & WEST VIRGINIA.—G. W. Fischer appointed freight traffic manager, sales and service, Pittsburgh, Pa. **T. J. Scholtz** named assistant general freight agent, sales and service, Pittsburgh. **R. E. Manning** appointed Southern traffic manager, St. Louis, Mo. **W. E. Balling** named Western traffic manager, Chicago. **W. G. Ewing** appointed supervisor, divisions and settlements, Pittsburgh.

ROCK ISLAND.—John Hooks appointed to the newly created position of manager, traffic research, Chicago. **T. A. Stoery** named research assistant, Chicago.

SANTA FE.—Effective May 16, **E. O. Bagenstos,** who has been on temporary special assignment (RA, May 12, p. 44), resumed his duties as superintendent, San Francisco Terminal division.

WESTERN MARYLAND.—C. J. Wolfe appointed assistant vice-president operations-mechanical, Baltimore, Md. **George M. Beischer,** assistant superintendent motive power, named chief mechanical officer, Hagerstown, Md. Abolished title of superintendent motive power, formerly held by Mr. Wolfe.

OBITUARY

Everett W. Hargrave, 52, superintendent of transportation, **American Refrigerator Transit Company,** died May 17.

Rudolph P. Ahrens, 84, who retired in 1943 as treasurer of the **New York Central system,** died May 22 in Hanna House of the University Hospitals of Cleveland.

Supply Trade

C. L. Combes has been appointed editor of **Railway Locomotives & Cars,** succeeding **H. C. Wilcox,** who retired June 1. Mr. Combes has been managing editor of RL&C since March 1. Prior to that time he served as editor of both the Locomotive and Car Builders' Cyclopedia. He first joined Simmons-Boardman Publishing Corp., publishers of RL&C, Railway Age and other railroad magazines, in 1939. Mr. Wilcox was on the editorial staff of RL&C (formerly Railway Mechanical Engineer) for 34 years. He came to the magazine in 1924 from the Delaware, Lackawanna & Western. He was appointed managing editor in 1948 and editor in 1954. **F. N. Houser,** associate editor since 1955, has been appointed managing editor to succeed Mr. Combes. Before joining the magazine, Mr. Houser served with the Bessemer & Lake Erie and with the Babcock & Wilcox Co.

The **Pacific Coast Borax Company** division of the **United States Borax & Chemical Corporation,** Los Angeles, has obtained a plant site in Fort Worth, Tex., on the Fort Worth Belt Railway. Construction will be started immediately on a liquid herbicide mixing plant where liquid weed killers will be mixed for the railroads.

T. B. Thompson has been appointed director of engineering of **Union Switch & Signal** division of **Westinghouse Air Brake Company. H. J. Groenendale** succeeds Mr. Thompson as district manager of the New York office. **L. J. Davis, Jr.,** has been appointed assistant district manager at New York.

Edward E. Lynn, director of personnel, **Fairbanks, Morse & Company,** has been elected vice-president—personnel and industrial relations. **Charles F. Doepke,** staff assistant to the vice-president in charge of sales, has been appointed manager of public relations and advertising, to succeed **Henry J. Barbour,** who remains with the company as counselor on advertising and public relations.

The Chicago office of **M & J Diesel Locomotive Filter Corporation** has moved to the Inland Steel Building, 30 West Monroe street, Chicago 3, Ill.

D. O. Reinert appointed manager, mobile and microwave service sales, Technical Products department, **RCA Service Company.**

Chromium Corporation of America has opened a new industrial chromium plating plant at 8701 Union avenue, Cleveland, Ohio. The operation specializes in chromium plating cylinder liners for diesel oil engines, primarily for the railroad systems, together with marine, pipe line, and other industries utilizing diesel power.

Stanley E. Lodge, director of training programs since 1955 for **ALCO Products Inc.,** has left for Sidney, Australia, where he will work with the A. E. Goodwin Company, Alco's licensee, in the expansion of its diesel locomotive manufacturing operations. Mr. Lodge, who taught diesel locomotive operation and maintenance at the former Alco school for 11 years, expects to be headquartered in India as Alco's Middle East representative after completion of his Australian assignment.

Major General Edmund C. R. Lasher has been named president of **North American Car Corporation,** succeeding **L. H. S. Roblee,** elected vice-chairman of the board (Railway Age, Feb. 17, p. 40).

Effective April 1, the **Coordinated Products Division** of **KW Battery Company** was created to better serve the increasing demand for allied products including battery chargers.

Austin Goodyear, executive vice-president of **Hewitt-Robins, Inc.,** has been elected president, succeeding **Thomas Robins, Jr.,** chairman of the board and president. Mr. Robins will continue as chairman of the board and chief executive officer.

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2 Choices: Equality or Subsidy

If railroaders and suppliers do not awaken their fellow-citizens to an understanding of the public's interest in the present transportation crisis, who will awaken them?

•

It isn't just the future of the railroads that is at stake, but our system of government itself. If government—because of inertia or political pressure—is unable to deal honestly and competently with such economic problems as the present transportation crisis, then the American system of government is not likely to endure.

America has not awakened to the seriousness of its competition in the race for world leadership. For a long time we were so far ahead of any other nation, economically and militarily, that we could afford to waste our resources. That time is no more.

In Russia, if there are a couple of billion dollars available for increasing transportation capacity or economy, the gentlemen in the Kremlin can allocate every ruble where it will produce the most for the least. In America, we have abandoned equal competition in the free market for investment funds—the system which guarantees the most economic allocation. Instead, we now allocate most of our billions for transportation—not economically but politically. There's no economic limitation on the quantity of money going into improved highways, waterways and airways. Meantime, many railroads can't even get capital to spend on improvements that would pay off in a year or two.

Let's take a closer look at how government intervention has corrupted wise economy in allocation of capital to transportation here in the USA: Suppose $100 million of investment money is available for improvement to transportation plant. It can be spent on railroads, on highways or on waterways, but not on all three of them. Suppose this investment would rebuild a railroad line and effect savings of $10 million a year.

Suppose a similar investment in a modern highway would reduce motor vehicle operating costs by $5 million a year. And that an outlay of this amount on river improvement would reduce costs of barge operation by $2 million.

Under a regime of private enterprise and a free market, it would be the railroad that would get the $100,000,000. But we do not have a free investment market for additions to transportation plant. Private investment is a small fraction of the total. The result is that—however superior its economy may be—investment in railroads does not have an even chance.

Instead, here is how it works out: The railroad tries to borrow the $100,000,000 from private investors, showing probable savings of $10 million—twice the profitability of the highway investment and 5 times that of an equal investment in a waterway.

But now the handicappers go to work. The railroad's property taxes would be upped, probably, by $2 million—reducing prospective earnings to $8 million. The interest cost to the railroad would be around $5 million (as compared to $4 million, if railroad securities were tax exempt, as highway bonds are). And the railroad's prospective net income has to be shared with Uncle Sam at the ratio of 52/48. This would bring added net income down to about $1½ million—nothing for investors to go wild over.

Meantime, the federal and state governments, without batting an eye, would put up $100,000,000 for highway or waterway improvements that might be, economically, only half or one-fifth as beneficial to the nation as the railway improvement.

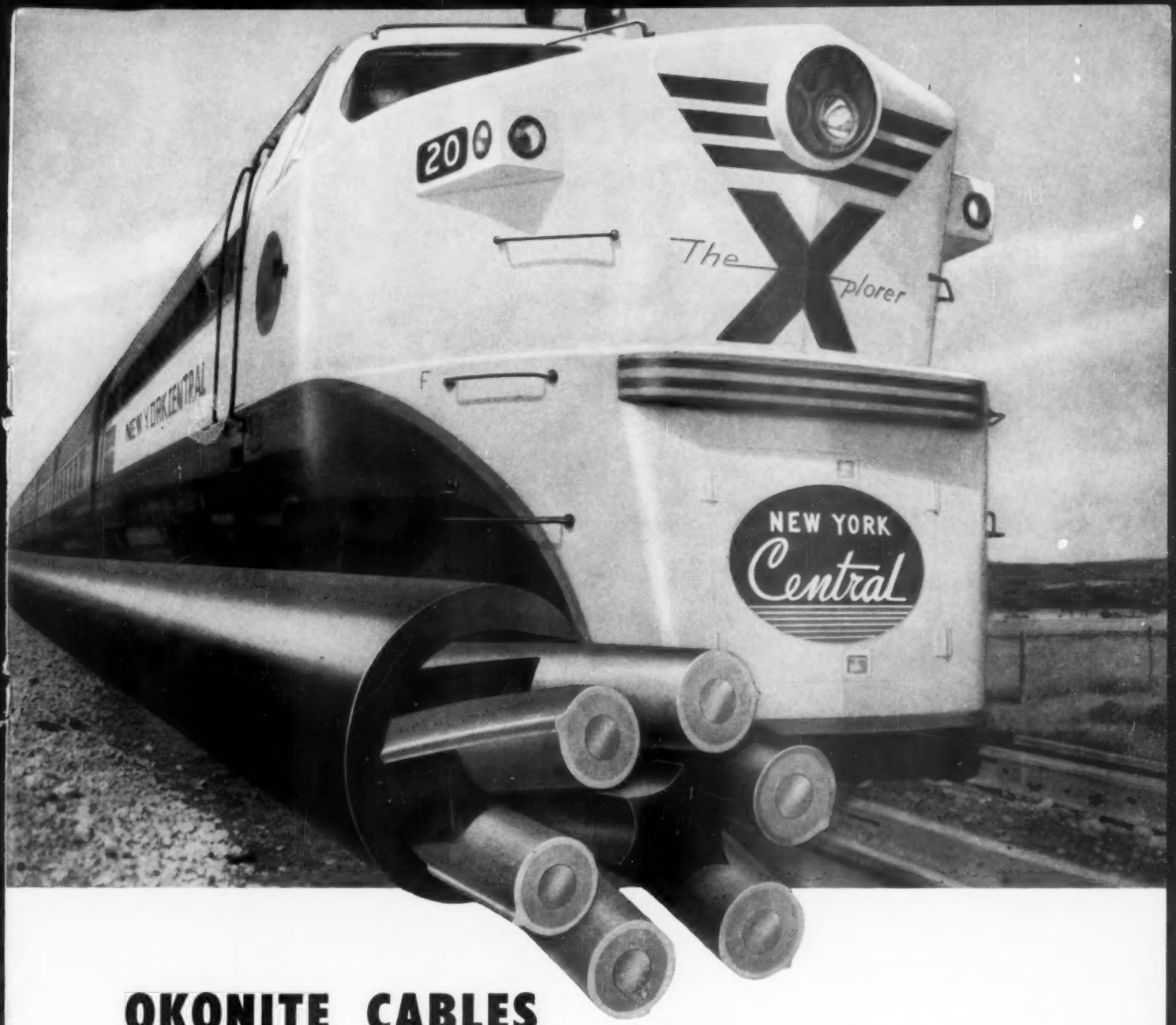
•

America is bloated with transportation capacity —much of it worthless fat, if we should come to a time of military peril. When manpower and fuel are at a premium and there are huge volumes of people and goods to move, only the railroads can do the job. And government is drying up the railroads by inequitable treatment.

One of these days the defense people are going to lose their exclusive concern for atomic weapons —and call loudly for railroad transportation capacity that a little governmental foresight, now, could easily provide. Then it may be too late for the railroads to raise capital leisurely from private resources. Subsidy, then, may be the only way out. Equality of investment opportunity for railroads today would avoid that danger. The Smathers program is an important step toward that goal. Every railroader today should be a Paul Revere, broadcasting this message:

For Recovery, For Military Safety—

Enact the Smathers Program



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...as reliable as the railroads they serve

For SIGNAL WIRE... where reliability counts for lives as well as operating efficiency, Okonite provides the most dependable cables made for modern signal applications.

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For COMMUNICATION LINES... Okonite has had long experience in the development and fabrication of the rubber, polyethylene, and polyvinyl chloride insulations, as well as the many protective coverings that insure efficient, trouble-free circuits.

For POWER LINES... Okonite builds varnished cambric cables for use up to 28kv; rubber-insulated cables for use up to 35kv; paper-insulated cables for use up to 69kv; and Oilostatic systems for use up to 230kv.

Whatever your needs, when you talk to Okonite, you'll get unprejudiced recommendations, because Okonite, and only Okonite, makes cable by all four insulating methods: strip... dip... extrusion... and taping. The Okonite Company, Passaic, New Jersey.

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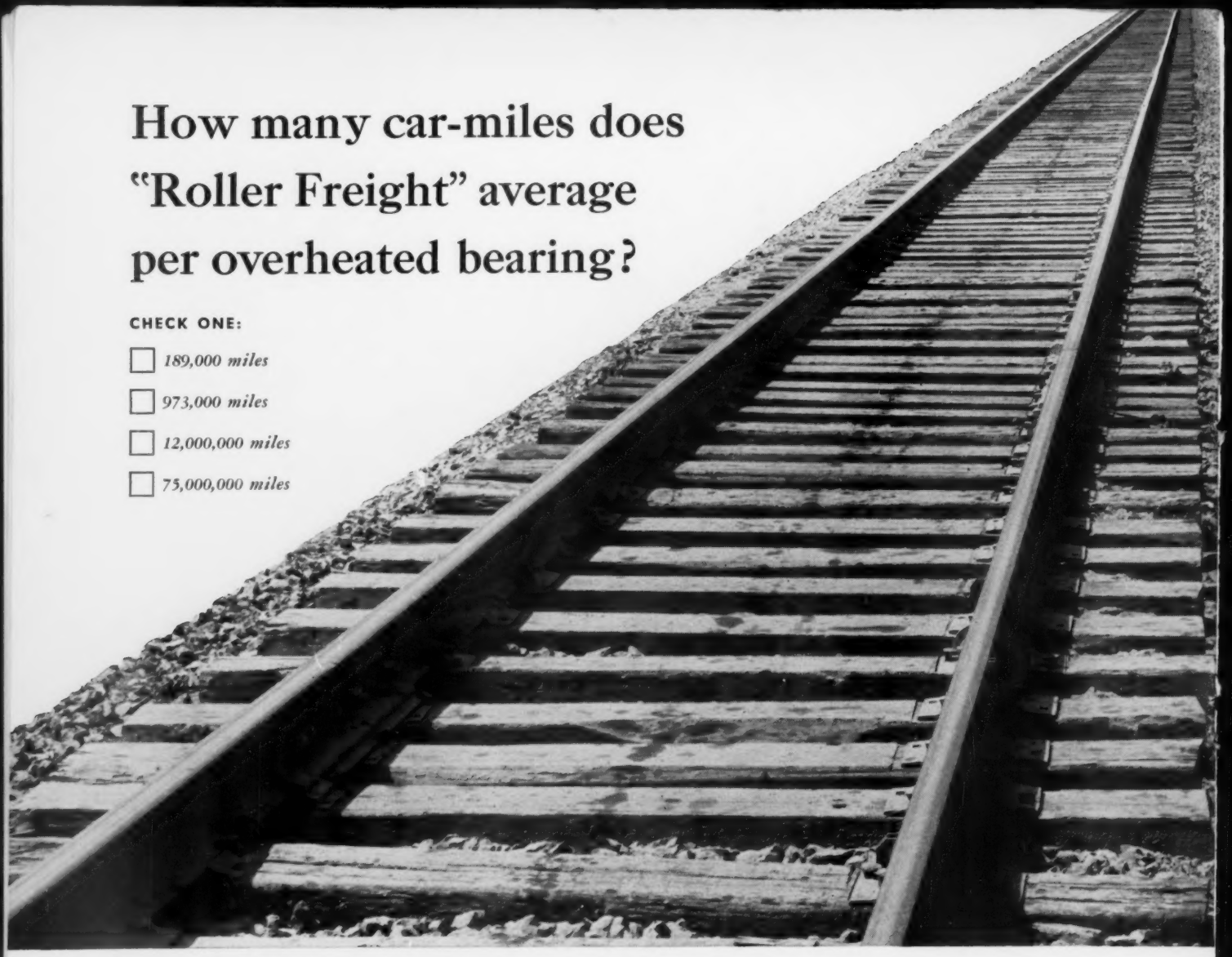
5222

How many car-miles does "Roller Freight" average per overheated bearing?

CHECK ONE:

- ☐ *189,000 miles*
- ☐ *973,000 miles*
- ☐ *12,000,000 miles*
- ☐ *75,000,000 miles*

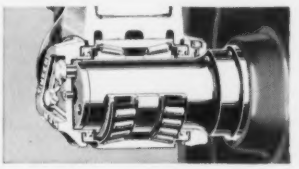


75 *MILLION* CAR-MILES per overheated bearing. That's the average mileage based on reports from railroads using "Roller Freight"—cars on Timken® tapered roller bearings. And one railroad has gone over 300,000,000 car-miles with only one overheated bearing. Friction bearings average only 189 *thousand* car-miles between hot box setouts alone. The mileage per overheated bearing is probably less than 50,000. And even these low mileage figures are shrinking fast.

Timken roller bearings *roll* the load. They eliminate the metal-to-metal sliding that causes friction bearings to get hot. That's the big reason why 67 railroads and private car owners already have over 25,000 "Roller Freight" cars in service or on order. And 52 of these freight car owners are teaming up by putting their "Roller Freight" cars in interchange—a total of over ⅓ of all "Roller Freight" cars.

These railroads are sharing the benefits of "Roller Freight" with other lines to speed the day when all freight is "Roller Freight". The day when the railroads will save an estimated $224,000,000 a year or about $113 per car in maintenance and operating costs—by licking the hot box problem, by cutting terminal bearing inspection time 90%, by cutting lubricant cost as much as 95%.

We'll be glad to show you how much Timken bearings will save on your new equipment. How planned conversion can put your present cars on Timken roller bearings—let you spread the cost over a period of years. Get Timken bearings for your freight cars. More roller bearing cars *roll* on Timken bearings than any other make. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".



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